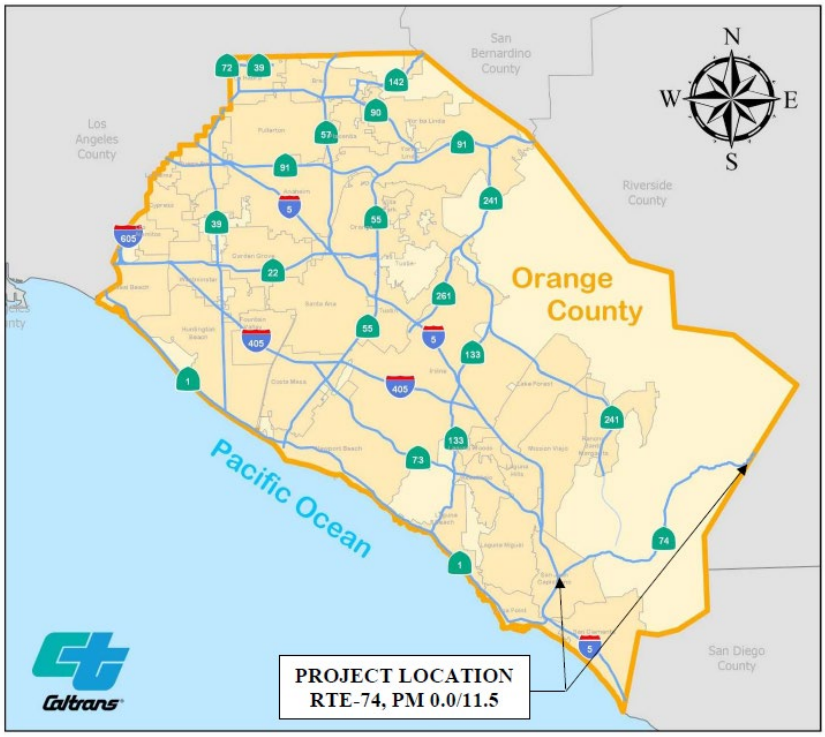
# State Route 74 Multi Asset Project

ORANGE COUNTY, CALIFORNIA
DISTRICT 12 – ORA – 74 (PM 0.0/11.5)
EA 0R9901 / 1219000072

# Initial Study with [Proposed] Negative Declaration




**Prepared by the**
**State of California, Department of Transportation**

**November 2025**

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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 (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Orange County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

***What you should do:***

- Please read this document.
- Additional copies of the document, as well as the technical studies are available for review at the district office and at the public library listed below:
    - Caltrans District 12 (Hours: Mon – Fri: 8 am – 5 pm)

      1750 Fourth Street, Suite 100, Santa Ana, CA 92705
    - OC Library - San Juan Capistrano Branch (Hours: Mon - Thu: 10:00 am - 7:00 pm and Fri - Sat: 9:00 am - 5:00 pm)

      31495 El Camino Real, San Juan Capistrano, CA 92675
    - This document may be downloaded at the following website: **https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-multi-asset-project.**
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
    - Send comments via postal mail to:

      Caltrans District 12, Division of Environmental Analysis
      1750 East 4th Street, Suite 100
      Santa Ana, California 92705
      Attn: Carmen Lo
    - Send comments via email to: **SR-74multiassetproject@dot.ca.gov**
- Be sure to send comments by the deadline: December 23, 2025

***What happens next:***

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

**Alternative Text:**
For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, California 92705, Attn: Carmen Lo; (949) 774-0756 (voice), or use the California Relay Service, 1 (800) 735-2929 (TTY), 1 (800) 735-2922 (voice), or 711, 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

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**SCH#_____**

12-ORA-73, PM 0.0/11.5
0R9901 (EFIS 1219000072)

This multi-asset project will make improvements to ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to commuters from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the County Unincorporated area.

# INITIAL STUDY WITH [PROPOSED] NEGATIVE DECLARATION

Submitted Pursuant to: (State) Division 13, California Public Resources Code
THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agency:

California Transportation Commission

11/17/2025
Date

Chris Flynn
Deputy District Director
California Department of Transportation
CEQA Lead Agency

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

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**SCH #_____**

# PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

***Project Description***

Caltrans proposes this multi-asset management project is located along State Route 74 (SR-74) from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the county unincorporated area. The project proposes to address a range of improvements, including roadway, traffic safety devices, complete street elements, and drainage systems.

***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 an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to modification 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 effect on the environment for the following reasons:

The proposed project would have **no effect** on:
Aesthetics, Agricultural Resources, Mineral Resources, Population/ Housing, Utilities and Service Systems, Land Use/Planning, Greenhouse Gas Emissions, Transportation, Public Services, Recreation

In addition, the proposed project would have **less than significant effect** on:
Air Quality, Cultural Resources, Tribal Resources, Energy, Geology, Hazard and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, Geology and Soils (Paleontological Resources) and Biological Resources

With the mitigation measures discussed in Chapter 2 incorporated, the proposed project would have less than significant effect.

_____ _____

Chris Flynn
Deputy District Director
District 12
California Department of Transportation

Date

DRAFT

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# Chapter 1 – Proposed Project

## 1.1 Introduction

The California Department of Transportation (Caltrans) proposes this multi-asset management project, which is located along State Route 74 (SR-74) from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the county unincorporated area. The project proposes to address a range of improvements, including roadway, traffic safety devices, complete street elements, and drainage systems.

The project is state and federally funded and subject to CEQA and NEPA. This multi-asset project proposes two alternatives (Build and No Build). In general, the Build Alternative includes the following improvements:

- Roadway Improvements
- Traffic Safety Device Improvements
- Complete Street Improvement
- Design Standard and Deviations from Design Standard

### Purpose and Need

**Purpose:** The primary purpose of this multi-asset project is to improve ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to the commuters.

**Need:** This segment of SR-74, PM 0.0/11.5, has experienced inadequate roadway conditions and been operating with incomplete and disconnected transportation management systems.

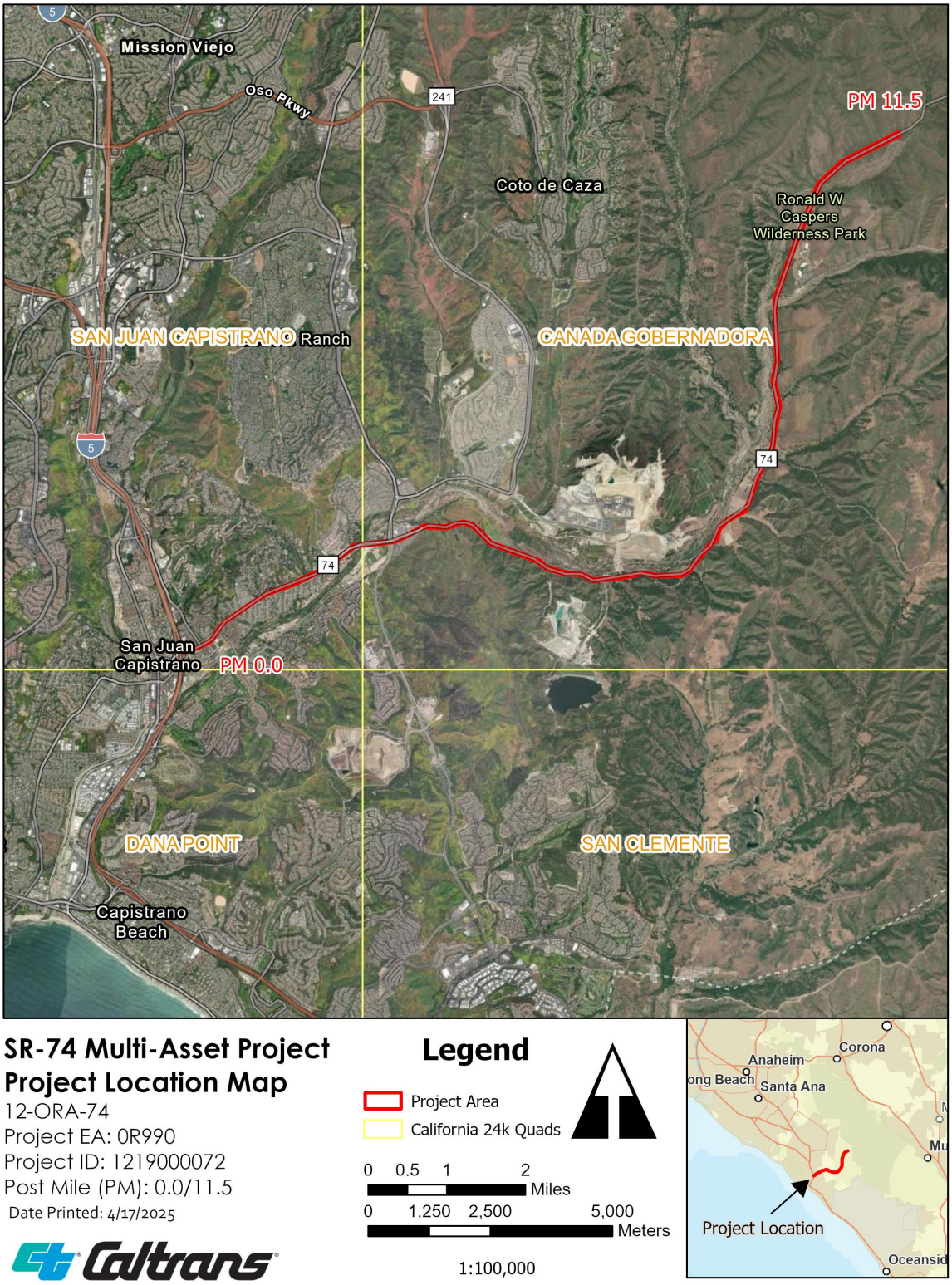


**Figure 1-1 - Project Location Map**

## 1.2 Project Description

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

This multi-asset management project is located along State Route 74 (SR-74) from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the county unincorporated area (Figure 1-1). The project proposes to address a range of improvements, including roadway, traffic safety devices, complete street elements, and drainage systems.

This Multi-Assets Management project is Federal/State funded through the 2024 SHOPP, under the Pavement Preservation Program (Program Code 201.121) and is expected to be delivered in the 2026/2027 Fiscal Year. The total escalated capital outlay construction cost is estimated to be $24,952,000 and the escalated support cost is estimated to be $9,980,000. The project programmed in the 2024 SHOPP - Multi-Assets Management, under Pavement Preservation Program Code 201.121. It has been determined that this project is eligible for Federal-aid funding.

The subject document is an Initial Study; however, Caltrans is also preparing a Categorical Exclusion (CE) subject to NEPA, hence triggers Section 4(f) pursuant to 23 Code of Federal Regulations (CFR) 774. As part of the analysis for potential impacts related to Section 4(f) resources, Caltrans concludes that there are cultural resources that are considered as Section 4(f) resources and a Section 4(f) de minimis has been prepared and included as part of this document; and is being circulated and would be incorporated into the CE.

There is one Build Alternative and one No Build Alternative for this project.

**Build Alternative**
The Build Alternative satisfies the need and purpose of the project; and the proposed improvements consist of the following elements:

**Roadway Improvements:**
The primary purpose of the roadway improvements is to improve ride quality, achieve an efficient management of traffic movement, enhance a smooth traffic flow, reduce travel time, reduce recurrent maintenance activities, and provide safe transportation facilities to the commuters. Roadway improvements are proposed as follows:

- **Pavement Rehabilitation:**

  Pavement rehabilitation is the anchor asset proposed by D12 Maintenance Engineering. It is proposed to improve the existing pavement on SR-74, from SR-74/I-5 Separation (PM 0.0) to 1.0-mile east of San Juan Creek (PM 11.5),

excluding the segments at PM 1.0/1.9 which are included in project 08692. The proposed pavement work includes cold planning and overlaying existing asphalt concrete on general purpose (GP) lanes and shoulders. The proposed pavement is 0.2 feet of the Rubberized Hot Mix Asphalt-Type G (RHMA-G). In addition, several areas require dig out and full pavement replacement due to their condition.

Additional work to accommodate the proposed pavement rehabilitation includes upgrading and restoring existing loop detectors as well as corresponding conduit installation to pull boxes within the pavement improvement limits and upgrading existing pavement delineation in accordance with Standard Plans and specifications.

- **Drainage Rehabilitation:**

  Drainage Improvement is the satellite asset proposed by D12 Maintenance Engineering Branch. The proposal calls for a restoration of 168 feet of 3 existing pipe segments on SR-74, at various locations throughout the project limits, PM 0.0/11.5. The proposal includes performing cured-in-place pipeliner (CIPP) and flared end sections (FES). All work will be performed within state right-of-way.

**Traffic Safety Device Improvements:**
The primary purpose of upgrading traffic safety devices is to enhance safe transportation facilities to the commuters. The traffic safety device improvements are proposed as follows:

- **Curve Warning Signs (CWS):**

  Adding curve warning signs is a satellite asset proposed by D12 Traffic Operations. The proposal calls for adding of 24 curve warning signs on SR-74, at various locations, PM 5.41/8.18. All work will be performed within state right-of-way.

**Metal Guardrail System (MGS):**
Upgrading the existing MBGR is a satellite asset proposed by Traffic Operations. The original plan included upgrading four MBGRs near the bridge on SR-74 at PM 10.4. However, upgrading the two MBGRs on the east side of the bridge would have required relocating existing gates, which is a time-consuming effort that could not be completed within the project schedule. As a result, these two upgrades have been removed from the project scope and need to be deferred to a future project.
The current proposal includes upgrading the two remaining MBGRs to MGS on SR-74 at PM 10.4. All work will be conducted within the state right-of-way.

**Complete Street Improvement:**
The primary purpose of upgrading complete street elements is to enhance safe transportation facilities to the commuters including pedestrian and bike riders. Various complete street improvements are proposed as follows:

- **Upgrading Ladder Crosswalks:**

  Upgrading ladder crosswalks is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for upgrading ladder crosswalks at 5 locations on SR-74 throughout the project limits, PM 0.0/11.5. All work will be performed within state right-of-way.

- **Adding 2-Foot Buffer:**

  Adding 2-foot buffer is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for adding 2-foot buffer between the existing GP lane and the class II bike lane, PM 1.9/2.8. All work will be performed within state right-of-way.

- **Adding Class II Bike Lane Pavement Markings:**

  Adding class II bike lane pavement markings is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for adding class II bike lane markings in every 500 feet in both directions, PM 1.9/2.8. All work will be performed within state right-of-way.

**Design Standard and Deviations from Design Standard**

The proposed scope of work is to rehabilitate the existing pavement and drainage systems, upgrade traffic safety devices, and complete street elements. All work is within the State right of way. There will be no changes to the existing roadway geometry features, thus, the requirement for any exceptions to design standard is not anticipated.

### No Build Alternative

No Build Alternative will maintain the existing conditions. This alternative does not satisfy the need and purpose of the project.

### Other Project Elements (Standardized Project Measures)

The Build Alternative contains several standardized project measures that are employed on most, if not all, Caltrans projects. The use of these measures with the Build Alternative is described in more detail in Chapter 2 of this Initial Study as Project Features (PF) are numbered. For example, a Project Feature applicable to water quality would be titled and listed as PF-WQ-1.

### Air Quality

- **Caltrans Standard Specifications in Section 14-9 Air Quality**

**PF-AQ-1**: The construction contractor must comply with Caltrans Standard Specification in Section 14-9, Air Quality (2024), which specifically requires compliance by the contractor with all applicable environmental laws and regulations related to air quality, including air pollution control district and air quality management district regulations and ordinances.

- **PF-AQ-2**: The contractor shall comply with SCAQMD Rule 402 (nuisance) and Rule 403 (Fugitive Dust).

  **PF-AQ-3**: All construction diesel equipment and diesel vehicles on-and-offsite shall be prohibited from idling excess of 5 minutes.

**Cultural**

- **Caltrans Standard Specification 14-2.03A: Discovery of Cultural Materials.**

  **PF-CUL-1**: If cultural materials are discovered during construction activities, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, coordination will be maintained with the California Department of Transportation District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action.

- **Caltrans Standard Specification 14-2.03A: Discovery of Human Remains.**

  **PF-CUL-2**: If human remains are discovered during construction activities, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact Caltrans District 12 Environmental Branch Chief or the District 12 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.

- **Caltrans Standard Specification 14-2.03A: Establish Environmentally Sensitive Areas (ESAs) and Environmental Monitoring Areas (EMAs**

  **PF-CUL-3:** The establishment of ESAs within and adjacent to historic properties shall protect elements of these properties in place for the duration of the Project. The ESAs will be marked on plans and delineated in the field by a Caltrans archaeologist. No excavation or subsurface ground disturbance will occur within

the delineated ESA. In addition, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts. An EMA will be established surrounding the boundaries of historic properties that intersect the Project. The EMA represents the portions of the properties that intersect the Project ADI and will be subjected to construction-related archaeological and Native American monitoring. A Post Review Monitoring and Discovery Plan (PRMDP) is part of the ESA Action Plan and was prepared to describe the discovery methods and communication protocol that will be implemented for the EMA and all Project-related construction activities. All work within the EMA will be monitored by a PQS-equivalent consultant archaeologist (with oversight from Caltrans) and Native American monitors.

- **Caltrans Standard Specification 14-2.03A: Preparation of Pre-Construction Plans**

  **PF-CUL-4:** Prior to the start of construction, Caltrans shall prepare a Construction Noise and Vibration Work Plan (CN&VWP). The CN&VWP shall include information on monitoring activities, such as installing vibration sensors, reviewing the sensor data, and conducing site visits and visual inspections of the buildings, as well as stop work plans if the vibrations exceed the thresholds and emergency contact information and protocols to ensure the protection and stability of the Harrison House and Parra Adobe. The CN&VWP shall also include a plan for phasing construction work, which may need to be developed in coordination with the contractor, to confirm high-vibration activities will not occur within the same time period in proximity to each other, where possible. The CN&VWP will be prepared jointly by a vibration technical specialist and a Caltrans PQS Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans.

  **Caltrans Standard Specification 14-2.03A: Cultural Resources Sensitivity Training**

  **PF-CUL-5:** A Caltrans PQS Principal Investigator (Archaeology) and/or a PQS Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall attend the preconstruction meeting with the Resident Engineer and Contractor and shall provide Cultural Resources Sensitivity Training (CRST) that includes the conditions of the FNAE-NSC, the ESA Action Plan/PRDMP, and the Historic Properties Monitoring Plan (HPMP). The Contractor and Caltrans PQS Principal Architectural Historian shall coordinate the CRST to ensure that it takes place prior to construction. The conditions of the FNAE-NSC shall be included in the ECR and kept in the Resident Engineer's file. The Resident Engineer and Contractor shall be responsible for ensuring that all others working on the Project have the same training.

- **Caltrans Standard Specification 14-2.03A: Archaeological and Native American Monitoring**

**PF-CUL-6:** Caltrans and its PQS-equivalent consultant archaeologist will be responsible for all archaeological monitoring. The PQS-equivalent consultant archaeologist will be notified when construction begins and will monitor all work conducted within the EMA, which includes the portions of the historic properties that intersect the Project APE and ADI. The engineer, Caltrans PQS Principal Investigator, PQS-equivalent consultant archaeologist, and identified Native American monitor(s) will conduct a field review at five business days before the start of job-site activities. The construction contractor shall submit a schedule showing the days and hours that work will be performed in an EMA at least 5 business days before starting work in the EMA. The archaeological monitor and Native American monitor(s) will monitor project activities within the EMA and will ensure that the ESA is not breached. If the ESA is breached, the archaeological monitor will have the authority to immediately: 1. Stop all work within 60 feet of the ESA boundary. 2. Secure the area. 3. Notify the Project Engineer and Caltrans District 12 PQS Principal Investigator. In the event of an unanticipated discovery of buried cultural resources, all work within 60 feet of the discovery shall halt for a qualified archaeologist and Native American Monitor (if the find is Native American in origin) to determine the nature and significance of the discovery. The protocols for treatment of an unanticipated discovery during monitoring are included in the ESA Action Plan and PRMDP in Appendix A. Upon completion of construction, the PQS-equivalent consultant archaeologist will monitor the removal of the fencing and observe the backfilling of any post holes with soil removed during the installation and with approved clean fill sediments. An archaeological monitoring report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated.

- **Caltrans Standard Specifications Section 14.8-03 and 14-2.03A: Vibration Monitoring and Historic Properties Post-Monitoring Report**

  **PF-CUL-7:** During construction, Caltrans shall install electronic sensors at the historical cultural sites in accordance with the CN&VWP. Caltrans is responsible for monitoring the electronic vibration sensors and ensuring that work does not exceed thresholds. Caltrans must coordinate with the Property Owner for access. If work exceeds thresholds, then Caltrans must notify the Contractor and the Contractor must stop work in accordance with the CN&VWP. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall conduct as-needed periodic in-person spot monitoring to confirm that no inadvertent damage has occurred. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall also conduct an in-person visual inspection after construction to document the properties for the Historic Properties Post-Monitoring Report (HPPMR).

  **Caltrans Standard Specification 14-2.03A: Inadvertent Damage**

- **PF-CUL-8:** If any inadvertent damage occurs to the Harrison House or Parra Adobe, all work shall stop immediately within 100 feet of the historic property.

Work shall not resume until after the Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans has conducted a site visit to record the damage and prepare a plan for repairs, if any damage has occurred. All repairs must meet the Secretary of the Interior's Standards for the Treatment of Historic Properties.

- **Caltrans Standard Specification 14-2.03A: Historic Properties Post-Monitoring Monitoring Report**

  **PF-CUL-9:** The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall prepare a HPPMR after construction is complete. The HPPMR shall be prepared to confirm the project's compliance with the conditions presented in the FNAE. Caltrans shall provide a log of the electronic vibration sensor data, which shall be included as an attachment to the HPPRM to confirm if thresholds were or were not exceeded.

**Paleontology**

- **Caltrans Standard Specification 14-7.03:**

  **PF-PAL-1:** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows under Standard Specification 14-7.04: (1) Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite and (2) Caltrans shall provide "on-call" Paleontological monitoring should potential fossils be found inhouse or via an A&E task order. Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE.[1]

  If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified paleontologist can evaluate the nature and significance of the find. Standard Specification 14-7.03.

    - Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE.

- **Caltrans Standard Specification 14-7.04: Paleontological Resource Mitigation**

  **PF-PAL-2:** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows:

[1] Comment: No fossil resources are anticipated to be discovered during project construction, therefore, no MCCE updates are required at this time.

- Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite.
- On-call paleontological monitoring by a qualified principal paleontologist in Paleontologically sensitive units *should any resources be found*; to be done inhouse or through an A&E Task Order.

**Hazardous Materials**

- **Caltrans Standard Specification 13.2:**

  **PF-HAZ-1:** The project involves excavation under the paved or non-paved surface during culvert removal and replacement, guardrail updating, adding curve warning signs, Aerially Deposited Lead (ADL) investigation is required to find there is elevated level of lead in the soil. ADL investigation will be completed during PS&E phase. Design Branch is required to submit an ADL request with a plan and excavation details and highlighting the soil disturbance areas and depth of excavation to Environmental Engineering in early PS&E phase.

- **Caltrans Standard Specification 14-11.14:**

  **PF-HAZ-2:** The proposed project includes removal of existing wood posts for MGS supports and signposts, which contain chemical preservatives. The wood posts are considered treated wood waste (TWW). For the management and disposal of TWW, the contract must follow the DTSC regulation. Specification for the management of TWW will be provided in the PS&E phase.

- **Caltrans Standard Specification 84-9.03**

  **PF-HAZ-3:** The project involves removal/disposal of paint and thermoplastic striping (PTS) during Pavement rehabilitation. The yellow pigments for yellow thermoplastic is non-hazardous in this project. SSP 84-9.03 for non-hazardous paint will be provided in the PS&E phase of the project. Contractor will follow the SSP for the removal of the traffic striping/markings and other paints.

- **Caltrans Standard Specification 14-11.02**

  **PF-HAZ-4:** During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have

an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the California Department of Transportation (Caltrans) Construction Manual and 14-11.02 of Caltrans Standard Specification (2024).

**Water Quality and Storm Water Runoff**

- **Caltrans Standard Specification 13-1.01D (2)-Regulatory Requirements:**

  **PF-WQ-1:** The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2022-0033-DWQ, NPDES No. CAS000003 and the and any subsequent permits in effect at the time of construction.

- **Caltrans Standard Specification 13-2 Water Pollution Control Program:**

  **PF-WQ-2:** A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact on water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.

  **PF-WQ-3:** Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.

**Noise**

- **Caltrans Standard Specifications Section 14.8-02 Noise Control**

  **PF-N-1:** Contractor must comply with The Department' Standard Specification 14-8.02, "Noise Control" (2024) during construction. The specification states

following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

- **Caltrans Standard Specifications Section 14.8-03 Vibration Monitoring**

  **PF-N-2:** All internal combustion engines shall be equipped with the manufacturer recommended muffler. An internal combustion engine cannot be operated on the jobsite without the appropriate muffler.

- **Caltrans Standard Specifications Section 14.8-04 Crack Monitoring**

  **PF-N-3:** When there is a possibility of human annoyance from construction activities, such as the operation of vibratory rollers, absent urgent and unexpected circumstances, conduct such activity only during weekday daytime hours when the ambient background noise and vibration is higher, and many residents are away from their homes at work.

- **Caltrans Standard Specifications Section 14.8-06 Photo and Video Site Documentation of Existing Non-Highway Facilities**

  **PF-N-4:** Contractor must monitor and record vibration data continuously during the overlay of asphalt concrete and contractor will stop the work and implement vibration monitoring and mitigation plan immediately if there is excess of maximum peak particle velocity. Contractor shall comply with Standard Special Provisions (SSPs) for vibration, which will be provided in the PS&E phase of the project.

**Traffic**

- **Caltrans Standard Specifications Section 12-4 Maintaining Traffic**

  **PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall be provided at all times to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

## 1.3 Decision Making Process

After the public circulation period, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, Caltrans will prepare a ND.

## 1.4 Permits and Approvals Needed

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

**Table 1-1: Permits and Approvals**

| Agency | PLAC | Status |
|---|---|---|
| Santa Ana Regional Water Quality Control Board (RWQCB) | Clean Water Act Section 401 Water Quality Certification | Coordination with the agency will occur during PS&E |
| California Department of Fish and Wildlife (CDFW) | CA. Fish and Game Code Section 1602 Incidental Take* | Coordination with the agency will occur during PS&E |
| SHPO | Section 4(f) De Minimis Concurrence | Approval will be obtained prior to the approval of the Final Environmental Document. |
| California Transportation Commission (CTC) | Funding approval | Approval will be obtained after approval of the Final Environmental Document. |

# Chapter 2 – CEQA Environmental Checklist

## 2.1 Climate Change

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

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

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

### 2.1.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

#### 2.1.1.1 Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.
The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024,

the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

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

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

#### 2.1.1.2 State

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

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was

also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

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

### 2.1.2 Environmental Setting

The proposed project is in an urban area of Orange County with a well-developed road and street network. The project area is mainly residential with some commercial buildings. The route in the project area is heavily used during peak hours. The Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guides transportation development in the project area.

#### 2.1.2.1 GHG Inventories

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

***National GHG Inventory***

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO2, 11% were $CH_4$, and 6% were $N_2O$; the balance consisted of fluorinated gases. From 1990 to 2022, $CO_2$ emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (See Figure 2-1). Transportation activities accounted for 37% of U.S. $CO_2$ emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

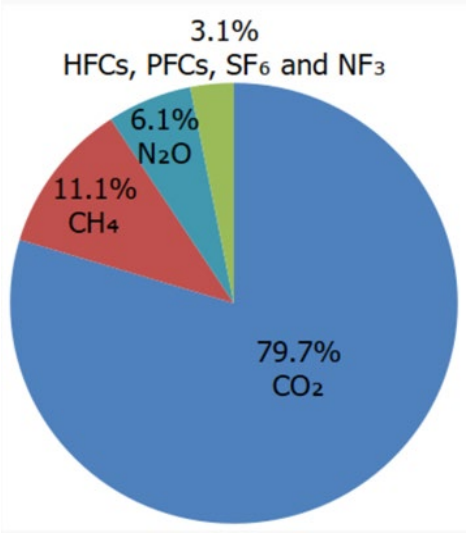


**Figure 2-1: U.S. 2022 Greenhouse Gas Emissions by Gas**

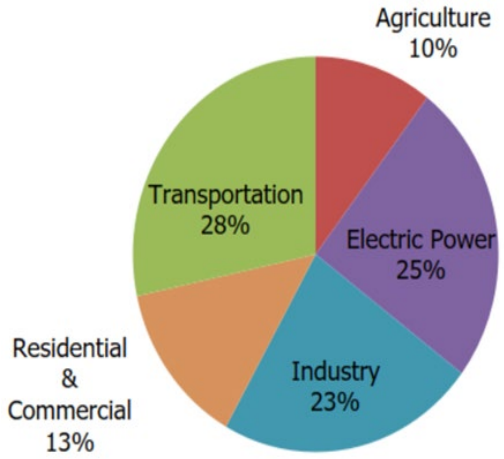


**Figure 2-2: U.S. 2022 Greenhouse Gas Emissions by Sector**

(Source: U.S. EPA 2024b)

### *State GHG Inventory*

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 2-2). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 2-3) (ARB 2023).

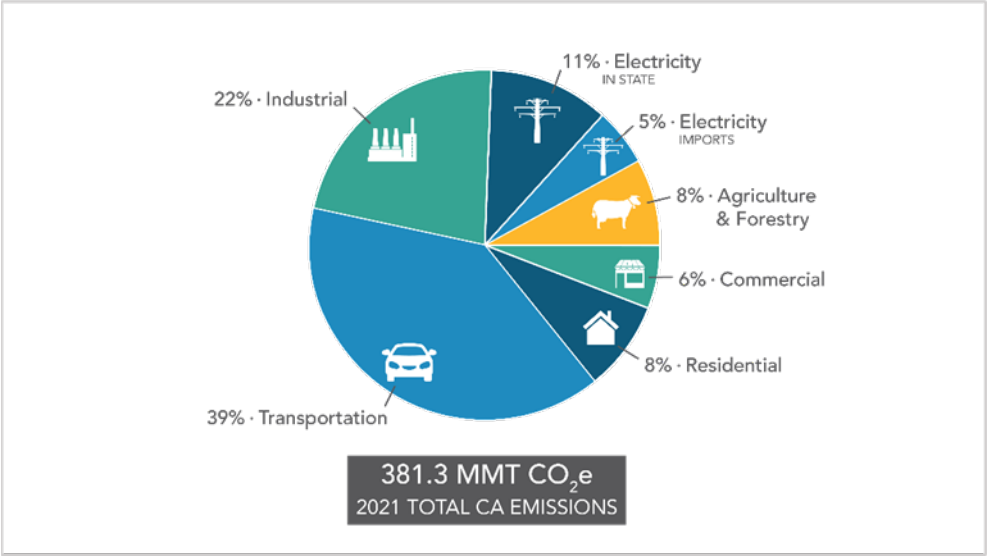


**Figure 2-3: California 2021 Greenhouse Gas Emissions by Economic Sector**

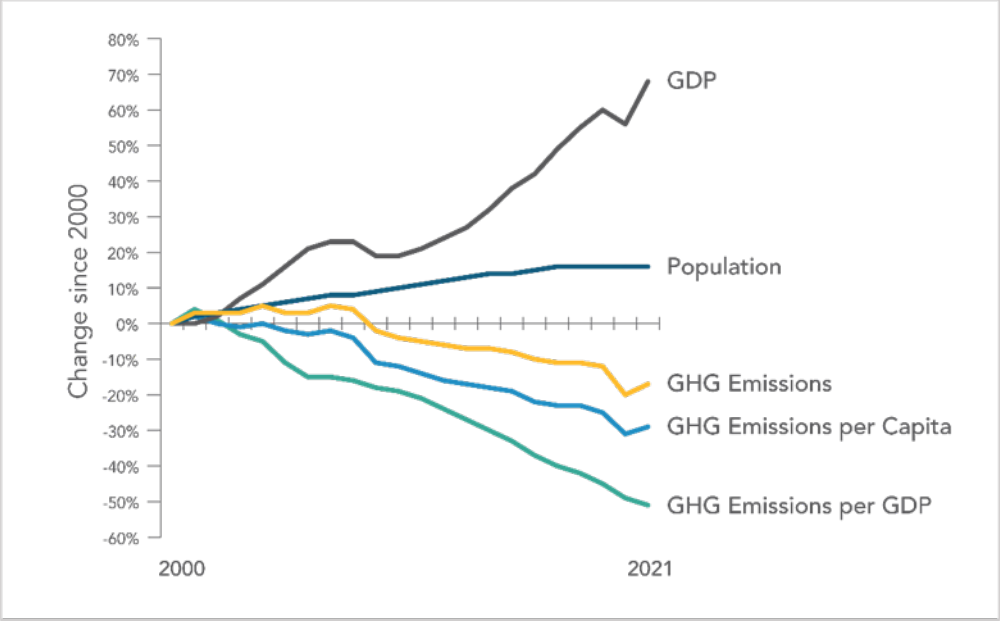


**Figure 2-4: Change in California GDP, Population, and GHG Emissions since 2000**

(Source: ARB, 2023)

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

#### 2.1.2.2 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the Southern California Association of Governments. The reduction target for SCAG is 19% by 2035 (ARB 2021). Table 2-1 shows the regional and local greenhouse gas reduction plans.

The Orange County Transportation Authority and Orange County Council of Governments published the *Orange County Sustainable Communities Strategy* in

2011, developed to be integrated with the SCAG SCS. The Orange County SCS offers sustainability strategies to reduce GHG emissions from land use and transportation. In addition, the City of Irvine is in the process of developing a Climate Action and Adaptation Plan and the County of Orange has developed a Draft Preliminary Climate Action Plan.

**Table 2-1" Regional and Local Greenhouse Gas Reduction Plans**

| Title | GHG Reduction Policies or Strategies |
|---|---|
| Southern California Association of Governments (SCAG) *Connect SoCal*, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Adopted April 2024 | • System Preservation and Resilience<br>• Complete Streets<br>• Transit and Multimodal Integration<br>Transportation Systems Management (TSM)<br>Transportation Demand Management (TDM) |
| Southern California Association of Governments (SCAG) *Southern California Clean Cities Coalition Strategic Plan*, Adopted April 2024 | • Support alternative fuel and advanced technology vehicle infrastructure.<br>• Increase the number and accessibility of fueling and charging stations, especially in key transportation corridors.<br>• Promote the adoption of clean and sustainable transportation technologies.<br>• Facilitate the deployment of alternative fuel vehicles and advanced technology vehicles.<br>• Advocate for standardized policies and regulations that support clean transportation.<br>• Collaborate with policymakers to incentivize alternative fuels and cleaner technologies through regulations and financial incentives. |

| | |
|---|---|
| | • Increase public awareness and involvement in clean transportation initiatives. |
| Orange County Sustainable Communities Strategy (2011) | • Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials.<br>• Managing the transportation system (TSM) through measures that maximize the efficiency of the transportation network. |

### 2.1.3 Project Analysis

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

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

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

#### 2.1.3.1 Operational Emissions

***Non-Capacity-Increasing Projects***

The intent of the project is to improve operations of the facility; and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. The improvements are not considered capacity increasing; therefore, the project would not increase the number of travel lanes on SR-74, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

#### 2.1.3.2 Construction Emissions

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

Use of long-life pavement, improved 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.

The proposed project does not involve addition of lane; thus, motor vehicle capacity will not be increased. Operational GHG calculation is not needed.

According to Interim guidance: Determining CEQA significance for Greenhouse gas (GHG) emissions for projects on the state highway system, all projects requiring analysis for CEQA involve some level of construction emissions. Therefore, construction emissions must be quantified, and measures must be incorporated to reduce construction related emissions. Based on the available information, construction GHG emissions is calculated using the Cal-CET 2021 (v 1.03). There would be 348 MT of GHG emission from the project during the construction of this project.

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

restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

#### 2.1.3.3 CEQA Conclusion

While the proposed project would result in GHG emissions during construction, is anticipated that the Build Alternative would show decreases in long-term regional GHG emissions compared to the Existing Condition due to improvements in motor vehicle fuel efficiency and engine technologies. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

### 2.1.4 Greenhouse Gas Reduction Strategies

#### 2.1.4.1 Statewide Efforts

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

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

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

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

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

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

#### 2.1.4.2 Caltrans Activities

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

##### *Climate Action Plan for Transportation Infrastructure*

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

##### *California Transportation Plan*

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase

resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

### *Caltrans Strategic Plan*

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

### *Caltrans Policy Directives and Other Initiatives*

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

#### 2.1.4.3 Project-Level GHG Reduction Strategies

The proposed improvements will not intentionally improve existing and future regional mobility and traffic flow on SR-74, and the connectors. However, the following project feature will be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

**PF-AQ-1** The construction contractor must comply with Caltrans Standard Specification in Section 14-9, Air Quality (2024), which specifically requires compliance by the contractor with all applicable environmental laws and regulations related to air quality, including air pollution control district and air quality management district regulations and ordinances. Many such required measures help to reduce GHG emissions.

### 2.1.5 Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising

temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

#### 2.1.5.1 Federal Efforts

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

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

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

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

#### 2.1.5.2 State Efforts

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

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

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

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

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

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

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

#### 2.1.5.3 Caltrans Adaptation Efforts

##### *Caltrans Vulnerability Assessments*

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

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

##### *Caltrans Sustainability Programs*

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

#### *2.1.5.4* Project Adaptation Analysis

##### *Sea Level Rise*

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

##### *Precipitation and Flooding*

Transportation assets in California are affected by precipitation in a variety of ways—from inundation/flooding, to landslides, washouts, or structural damage from heavy rain events. Climate change can cause large fluctuations in precipitation, with dry

years becoming dryer and wet years wetter. Study was conducted to determine how a 100-year storm precipitation event may change over time for the purposes of analyzing vulnerabilities of Caltrans State Highway System. The study forecast a change of less than 5 percent in 100-year storm precipitation depth in the project area in through 2085 based on the RCP 8.5 emissions scenario (Department 2018).

***Wildfire***

Dryer atmosphere and wind have caused wildfires in the state. In areas affected by wildfires, falling rocks, mud, and trees damaged by fire can wash down steep banks during periods of high intensity rain. This debris can cause road blocks and require detours. Increasing temperatures, changing precipitation patterns, and resulting changes to land cover, are expected to affect wildfire frequency and intensity. Human infrastructure, including the presence of electrical utility infrastructure, or other sources of fire potential (mechanical, open fire, accidental or intentional) may also influence the occurrence of wildfires. Wildfire is a direct concern for driver safety, system operations, and Caltrans infrastructure, among other issues. In the Orange County, 74.2 miles of State Highway would be exposed to wildfire in the year 2025, 73.7 miles in the year 2055, and 75.2 miles in the year 2085 at the RCP 8.5 emission scenario. However, the District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices

***Temperature***

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

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## 2.2 SENATE BILL 743/INDUCED DEMAND ANALYSIS

### 2.2.1.1 Regulatory Setting

Senate Bill 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to Senate Bill 743. The amended CEQA Guidelines add a new section on determining the significance of transportation impacts, and generally specify VMT as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of Senate Bill 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" and

"Transportation Analysis under CEQA," along with other information can be found on the Caltrans Senate Bill 743 website.

The primary purpose of this multi-assets project is to improve ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to the commuters and no capacity will be increased due to the proposed project within the project limits. This project is a type of project identified by the "Transportation Analysis under CEQA" as a project not likely to lead to a measurable and substantial increase in VMT. This project consists of pavement rehabilitation, traffic safety devices, and complete street elements and will not make any changes to traffic speed or volume. Therefore, an induced demand analysis is not required. Therefore, no further discussion is required under this topic.

This 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 projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

The environmental factors checked below would be potentially affected by this project.

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

## DETERMINATION:

On the basis of this initial evaluation:

| | |
|---|---|
| ☒ | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| ☐ | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

| | |
|---|---|
| **Signature:** Smita Deshpande | **Date: Nov 17, 2025** |
| | |
| **Printed Name: Smita Deshpande** | **For:** |

## 2.2.2 Aesthetics

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

### 2.2.2.1 CEQA Significance Determinations for Aesthetics

The potential for the Build Alternative to result in significant impacts related to aesthetics was based on a Visual Impact Assessment (VIA) Questionnaire (April 2025) that was prepared for the project.

a) **No Impact:** The project will not have a significant adverse effect on scenic vistas because there are no scenic vistas within the project limits. No mitigation is required.

b) **No Impact:** The proposed project will not substantially damage scenic resources because there are minimal scenic resources within the project limits and no work is anticipated that would cause substantial damage to these resources since the project is a pavement preservation project. No mitigation is required.

c) **No Impact:** The proposed project will not substantially degrade the existing visual character or quality of public views of the state and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality. This is because the project area is flat and lacks substantial visual character and quality views. No mitigation is required.

d) **No Impact:** The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area because there will be minimal changes to the existing landscape and driving views within the project limits. No mitigation is required.

**Avoidance, Minimization and/or Mitigation Measures:**
None Required

### 2.2.3 Agriculture and Forest Resources

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| 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))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

#### 2.2.3.1 CEQA Significance Determinations for Agriculture and Forestry Resources

**a) No Impact:** According to Caltrans of Conservation California Important Farmland Finder database[1], and County of Orange General Plan Resources Element[2], the project is not located in Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, all the pavement works are within Caltrans Right-of-Way (ROW) and no acquisition or TCE will be required for the project; therefore, no farmland would be converted to non-agricultural use; and no mitigation is required.

**b) No Impact:** The project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts. No impact would occur. the proposed

[1] California Department of Conservation (DOC) - California Important Farmland Finder database. Accessed December 4, 2024. Webpage: https://maps.conservation.ca.gov/DLRP/CIFF/

[2] County of Orange General Plan. https://ocds.ocpublicworks.com/sites/ocpwocds/files/import/data/files/40235.pdf, accessed December 4, 2024.

project would not involve the permanent or temporary conversion of land zoned for by the local jurisdictions' General Plans. Additionally, based on a review of the Williamson Act Parcels map for Orange County[2], no land under Williamson Act contract is within the footprint of the Build Alternative and, therefore, no land under contract would be impacted. Furthermore, the Build Alternative would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no mitigation is required.

**c) No Impact:** Timberland is defined as land, other than land owned by the federal government…which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees (Public Resource Code [PRC] Section 4526). Timberland-zoned production areas are areas that have been zoned pursuant to California Government Code Section 51112 or 51113 and is devoted to and used for growing and harvesting timber or compatible uses (Government Code 51104). Per the California Department of Fish and Wildlife's (CDFW) Timberland Conservation Program,2 reserved forests preclude timber harvest, including National Park Service forests and other publicly owned protected forests. The project is within the boundaries of Ronald W. Caspers Wilderness Park (Caspers Wilderness Park) and Cleveland National Forest; however, all the proposed improvements are within Caltrans ROW and no acquisition or TCE will be required for the project. Therefore, the Build Alternative would not impact or result in the conversion of timberlands. No mitigation is required.

**d) No Impact:** see response c).

**e) No Impact:** The project will be within Caltrans ROW and would not involve other changes in the existing environment resulting in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No mitigation is required.

**Avoidance, Minimization, and/or Mitigation Measures**
None Required

## 2.2.4 Air Quality

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

The potential for the proposed project to result in adverse impacts related to Air Quality is assessed in the following discussion. This discussion below is based on review of the Technical Document from Environmental Engineering Branch (March 2025) prepared for this project:

### 2.2.4.1 CEQA Significance Determinations for Air Quality

**a) No Impact:** The proposed project is located in the South Coast Air Basin and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with SCAG, local governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards. This project is not a capacity-increasing transportation project. It will have no impact on traffic volumes and would generate a less than significant amount of pollutant concentration during project construction. The proposed project is included in SCAG's most recent FTIP and (Regional Transportation Improvement Program (RTIP) both of which were found to be conforming. No mitigation is required.

**b) Less than Significant Impact: T**he Build Alternative would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable Federal or State ambient air quality standard. Thus, impacts for the Build Alternative would be less than significant. No mitigation is required.

**c**) **Less than Significant Impact:** The Build Alternative would not expose sensitive receptors to substantial pollutant concentrations. Any impacts associated with the Build Alternative would be less than significant. No mitigation is required.

**d) Less than Significant Impact:** Temporary construction activities including clearing, grading, and paving could generate fugitive dust from soil disturbance and

other emissions from the operation of construction equipment. The Build Alternative would comply with construction standards adopted by the South Coast Air Quality Management District (SCAQMD) as well as Caltrans standardized procedures for minimizing air pollutants during construction (PF-AQ-1 through PF-AQ-3). Objectionable odors are not currently present within the project limits. During the construction, the use of diesel equipment, would be temporary and are not anticipated to emit significant odors. In addition, the build alternative would comply with the SCAQMD Rule 402, during construction (PF-AQ-1 through PF-AQ-3). Thus, impacts from the Build Alternative would be less than significant. No mitigation is required.

**Avoidance, Minimization and/or Mitigation Measures:**

Although no mitigation will be required for the project, the following project feature will be implemented as part of the project:

**PF-AQ-1** The construction contractor must comply with Caltrans Standard Specification in Section 14-9, Air Quality (2024), which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and ordinances.

**PF-AQ-2** The contractor shall comply with SCAQMD Rule 402 (nuisance) and Rule 403 (Fugitive Dust).

**PF-AQ-3** All construction diesel equipment and diesel vehicles on-an-offsite shall be prohibited from idling excess of 5 minutes.

## 2.2.5 Biological Resources

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

### 2.2.5.1 CEQA Significance Determinations for Biological Resources

The potential for the Build Alternative to result in impacts to biological resources was assessed in the Natural Environment Study Minimal Impact (NES-MI) (November 2025).

**a) Less Than Significant Impact:** A Biological Sensitive Area (BSA) was established to evaluate potential direct and indirect project-related effects on sensitive biological resources. The BSA encompasses the project location as well as the Caltrans ROW to account for potential indirect construction-related effects such as noise and vibration. The results are based on recent literature searches, field surveys, habitat assessments, and a Jurisdictional Delineation conducted in May through September 2025. The Jurisdictional Delineation was conducted within the

BSA, including where direct modifications to existing aquatic resources are proposed. Habitat suitability assessments and focused surveys for special-status animal species were conducted throughout the BSA.

The BSA is primarily developed and bare ground or ruderal. Much of the BSA consists of urban development and other disturbed sites adjacent to a busy highway. There are prominent or natural drainage features (e.g., rivers, creeks, or wetlands) within the BSA, including San Juan Creek. Undeveloped areas within the BSA are a mix of natural vegetation communities and pockets of ornamental vegetation and ruderal areas along State Route 74 (SR-74), as well as residential and commercial developments.

Mapped vegetation communities and land cover types in the BSA include coastal sage scrub (CSS), chaparral, ruderal, nonnative grassland, southern cottonwood-willow riparian forest, coast live oak woodland, developed areas and bare ground, and ornamental trees. The area surrounding the BSA includes land uses that are residential, commercial, transportation, and undeveloped open space.

The following electronic databases were consulted for species that could potentially occur within the vicinity of the BSA:

- United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (August 2025)
- National Oceanic and Atmospheric Administration (NOAA) (August 2025)
- California Natural Diversity Database (CNDDB), Rarefind 5 (August 2025)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (August 2025)
- Natural Communities

Impacts to vegetation communities are summarized below in Table 2-2.

**Table 2-2: Impacts to Vegetation Communities/Land Covers in the BSA**

| Vegetation Communities/ Land Cover | BSA (ac) | | |
|---|---|---|---|
| | Area | Permanent Impacts | Temporary Impacts |
| Coastal Sage Scrub | 3.82 | 0 | 0.02 |
| Chaparral | 5.03 | 0 | 0.01 |
| Ruderal | 20.63 | 0.01 | 0.13 |
| Nonnative Grassland | 2.68 | 0 | 0 |
| Southern Cottonwood-Willow Riparian Forest | 0.81 | 0 | 0 |
| Coast Live Oak Woodland | 5.40 | 0 | 0.01 |
| Developed Areas and Bare Ground | 95.87 | 0.01 | 54.06 |
| Ornamental Trees | 1.77 | 0 | 0.01 |
| **TOTAL** | **136.00** | **0.02** | **54.24** |

Source: NES-MI (November 2025).
ac = acre(s) BSA = Biological Study Area

Vegetation communities and land cover mapped within the BSA include CSS, chaparral, ruderal, nonnative grassland, southern cottonwood-willow riparian forest, coast live oak woodland, developed areas and bare ground, and ornamental trees. Four of these vegetation communities are considered sensitive natural communities: CSS, chaparral, southern cottonwood-willow riparian forest, and coast live oak woodland. A majority of the proposed work would occur within developed areas and bare ground and previously disturbed ruderal areas, as work is proposed within Caltrans ROW, which undergoes routine maintenance approximately 5 feet from the edge of pavement throughout the BSA. There is no mapped vegetation within the area of permanent impacts. Mapped vegetation within the area of temporary impacts is limited to CSS (up to 0.02 acre), chaparral (up to 0.01 acre), and coast live oak woodland (up to 0.01 acre). All other permanent impact areas (approximately 0.02 acre) and temporary impact areas (approximately 54.29 acres) are within bare ground, ruderal, ornamental, or otherwise developed sites. No other sensitive natural communities are anticipated to be permanently or impacted as part of the project.

**Coastal Sage Scrub (CSS)**

CSS habitat occurs within the BSA. CSS is a covered habitat type in the HCP. CSS and other scrub types have been displaced by spreading urbanization and livestock grazing. Many rare and endangered species occur in CSS and associated vegetation communities (e.g., CAGN). Consequently, degradation and displacement of CSS has resulted in considerable habitat loss for a variety of animal species.

In total, 3.82 acres of CSS habitat occurs in the BSA. The BSA, which encompasses Caltrans ROW, does not include CSS within the HCP Reserve area. Therefore, the project will not result in impacts to any HCP Reserve areas.

The project is anticipated to temporarily impact up to 0.02 acre of CSS habitat. No permanent or temporary impacts to CSS will occur within the HCP Reserve. Permanent impacts are not anticipated to this vegetation type. Temporary direct impacts to CSS are anticipated due to the use of temporary construction areas needed to carry out project activities. Vegetation removal or grubbing may be necessary during the installation of drainage improvements, signage, and guardrail upgrades. Indirect temporary impacts include those generated from construction-related activities such as dust. Dust impacts would not be new to the work site and are considered insignificant since CSS is already affected by the operation of existing SR 74 and the project activities will be performed over a short period of time. Therefore, the indirect impacts would be minimal and would be substantively minimized or avoided through the implementation of standard construction measures and the avoidance measures detailed below.

No permanent or direct impacts to CSS habitats are proposed as part of the project. Temporary impacts are minor; therefore, no compensatory mitigation is required for natural communities of special concern. Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address indirect temporary impacts to sensitive natural communities.

**Chaparral**
In total, 5.03 acres of chaparral occurs in the BSA. The chaparral habitats provide suitable habitat for species covered under the HCP.
The BSA, which encompasses Caltrans ROW, does not include chaparral within the HCP Reserve area. Therefore, the project will not result in impacts to any HCP Reserve areas.

The project is anticipated to temporarily impact up to 0.01 acre of chaparral habitat. Permanent impacts to this vegetation type are not anticipated. Temporary direct impacts to chaparral habitat are anticipated due to the use of temporary construction areas needed to carry out project activities. Vegetation removal or grubbing may be necessary during the installation of conduit. Indirect temporary impacts include those generated from construction-related activities such as dust. Dust impacts would not be new to the work site and are considered insignificant since chaparral habitats are already affected by the operation of existing SR 74 and the project activities will be performed over a short period of time. Therefore, the indirect impacts would be minimal.

No permanent or direct impacts to chaparral habitats are proposed as part of the project. Because chaparral habitats are considered a sensitive natural community, avoidance and minimization efforts are Avoidance and Minimization Measures BIO-1 through BIO-5.

**Riparian**
Southern cottonwood-willow riparian forest habitat occurs within the BSA. In total, 0.81 acre of this riparian type occurs in the BSA. Riparian vegetation communities are often within the jurisdiction of the United States Army Corps of Engineers (USACE) under the Section 404 permitting requirements and the Regional Water Quality Control Board (RWQCB) under the Section 401 certification requirements; they are typically within the jurisdiction of the CDFW under the Section 1600 permitting requirement.

The BSA, which encompasses Caltrans ROW, does not include riparian vegetation within the HCP Reserve area. Therefore, the project will not result in impacts to any HCP Reserve areas.

The project is not anticipating permanent or temporary impacts to southern cottonwood-willow riparian forest. No permanent or temporary impacts to southern cottonwood-willow riparian forest will occur within the HCP Reserve.
Indirect temporary impacts include those generated from construction-related activities such as dust. Dust impacts would not be new to the work site and are considered insignificant since chaparral habitats are already affected by the operation of existing SR 74 and the project activities will be performed over a short period of time. Therefore, the indirect impacts would be minimal.

No permanent, direct, or temporary impacts to southern cottonwood-willow riparian forest habitats are proposed as part of the project. The same Avoidance and Minimization Measures BIO-1 through BIO-5 will be applied to riparian habitats due to this vegetation community occurring near the disturbance footprint where indirect impacts could occur.

**Coast Live Oak Woodland Habitat**

In total, 5.40 acres of coast live oak woodland occur within the BSA. Oak woodland is a covered habitat type in the HCP and is a habitat of concern due to residential development and sudden oak death.

The BSA, which encompasses Caltrans ROW, does not include oak woodland within the HCP Reserve area. Therefore, the project will not result in impacts to any HCP Reserve areas.

The project is anticipated to temporarily impact up to 0.01 acre of coast live oak woodland habitat. No permanent or temporary impacts to coast live oak woodland will occur within the HCP Reserve.

Permanent impacts are not anticipated to this vegetation type. Temporary direct impacts to coast live oak woodland habitat are anticipated due to the use of temporary construction areas needed to carry out project activities. Vegetation trimming may be necessary during the installation of drainage improvements. Indirect temporary impacts include those generated from construction-related activities such as dust. Dust impacts would not be new to the work site and are considered insignificant since coast live oak woodland habitats are already affected by the operation of existing SR 74 and the project activities will be performed over a short period of time. Therefore, the indirect impacts would be minimal.

The same avoidance and minimization efforts (Measures BIO-1 through BIO 5) will be applied to coast live oak woodland. If oak trees are to be removed or trimmed, additional Avoidance and Minimization Measures BIO-6, BIO-7, and BIO-8 will also be implemented to further avoid and minimize impacts to oaks.

If tree removal is expected to occur within woodland habitats, compensatory mitigation would be proposed. In compliance with State Senate Concurrent Resolution No. 17, impacts to any oak trees (excluding California scrub oak [Quercus berberidifolia]) with trunk sizes greater than 8 inches in diameter at breast height (DBH) but less than 36 inches DBH will be replaced at a minimum mitigation-to-impact ratio of 1:1, as feasible. Heritage oaks (i.e., oaks with trunk sizes greater than 36 inches DBH) will be replaced at a minimum mitigation-to-impact ratio of 3:1, as feasible.

**Plant Species**

There were 91 special-status plant species considered for their potential to occur in the BSA. No listed or nonlisted special-status plant species were observed in the BSA during the 2025 surveys. An additional seven nonlisted special-status plant species were identified as having a moderate potential to occur within the BSA due

to the presence of some suitable habitat and known occurrences in the general project vicinity. The seven species include the nonlisted intermediate mariposa lily (Calochortus weedii var. intermedius), San Miguel savory (Clinopodium chandleri), many-stemmed dudleya (Dudleya multicaulis), sticky dudleya (Dudleya viscida), mesa horkelia (Horkelia cuneata ssp. puberula), intermediate monardella (Monardella hypoleuca ssp. intermedia), and chaparral nolina (Nolina cismontana).
Intermediate Mariposa Lily

Potentially suitable habitat for intermediate mariposa lily is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of intermediate mariposa lily within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to intermediate mariposa lily are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction, or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect intermediate mariposa lily. Furthermore, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for intermediate mariposa lily in the project area. No additional measures specific to intermediate mariposa lily are required.

**San Miguel Savory**
Potentially suitable habitat for San Miguel savory is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of San Miguel savory within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to San Miguel savory are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction, or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect San Miguel savory. Furthermore, construction activities are limited to the existing ROW adjacent to SR 74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for San Miguel savory in the project area. No additional measures specific to San Miguel savory are required.

**Many-Stemmed Dudleya**
Potentially suitable habitat for many-stemmed dudleya is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of many-stemmed dudleya within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to many-stemmed dudleya are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect many-stemmed dudleya. Furthermore, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for many-stemmed dudleya in the project area. No additional measures specific to many-stemmed dudleya are required.

**Sticky Dudleya**
Potentially suitable habitat for sticky dudleya is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of sticky dudleya within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to sticky dudleya are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect sticky dudleya. Furthermore, construction activities are limited to the existing ROW adjacent to SR 74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for sticky dudleya in the project area. No additional measures specific to sticky dudleya are required.

**Mesa Horkelia**
Potentially suitable habitat for mesa horkelia is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of mesa horkelia within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to mesa horkelia are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect mesa horkelia. Furthermore, construction activities are limited to the existing ROW adjacent to SR 74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for mesa horkelia in the project area. No additional measures specific to mesa horkelia are required.

Intermediate Monardella

Potentially suitable habitat for intermediate monardella is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of intermediate monardella within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to intermediate monardella are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to affect intermediate monardella. Furthermore, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance.

Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for intermediate monardella in the project area. No additional measures specific to intermediate monardella are required.

**Chaparral Nolina**

Potentially suitable habitat for chaparral nolina (Nolina cismontane) is present within the BSA, which includes minimal portions of the project impact area; however, this species was not observed during the 2025 surveys. There are documented occurrences of chaparral nolina within the vicinity of the BSA and disturbance limits of the project.

Direct impacts to chaparral nolina are not expected due to marginal habitat within the relatively narrow project limits and minimal project impacts. The project has a low potential to have indirect impacts to potentially suitable habitat through increased dust during construction or the introduction of invasive species. Indirect impacts to potentially suitable habitat in the BSA would be considered negligible and avoided to the maximum extent feasible. Therefore, the project is not anticipated to

affect chaparral nolina. Furthermore, construction activities are limited to the existing ROW adjacent to SR 74 within areas that are subject to regular disturbance. Project Avoidance and Minimization Measures BIO-1 through BIO-5 would address any impacts to suitable habitat for chaparral nolina in the project area. No additional measures specific to chaparral nolina are required.

The remaining special-status plant species identified either have a low probability of occurring or are not expected to occur within the BSA and therefore are unlikely to be adversely affected by the proposed project activities. Therefore, project implementation is not anticipated to have direct impacts to listed special-status plant species. Indirect impacts to these species may consist of dust, erosion, or the introduction of invasive species. Direct impacts to any large populations of special-status plant species are not anticipated with the implementation of avoidance and minimization measures.

**Animal Species**

There were 74 special-status wildlife species considered for their potential to occur in the BSA. No listed special-status animal species were observed during the 2025 surveys. A total of four listed special-status animals were identified as having potentially suitable habitat within the BSA. One nonlisted special-status animal species, yellow warbler (Setophagia petechia), was observed within the BSA during the 2025 surveys. Another 11 nonlisted special-status wildlife species were identified as having moderate or high potential to occur within the BSA.

The species with a high potential to occur and have suitable habitat within the BSA are Crotch's bumble bee (Bombus crotchii), arroyo toad (ARTO; Anaxyrus [Bufo] californicus), western spadefoot toad (WST; Spea hammondii), yellow warbler, red diamond rattlesnake (Crotalus ruber), and mountain lion (Puma concolor). An additional nine special-status wildlife species were identified as having moderate potential to occur within the BSA due to the presence of suitable habitat: Cooper's hawk (Accipiter cooperii), Southern California rufous-crowned sparrow (Aimophila ruficeps canescens), white-tailed kite (Elanus leucurus), southwestern willow flycatcher (SWWF; Empidonax traillii extimus), coastal California gnatcatcher (CAGN; Polioptila californica californica), least Bell's vireo (LBVI; Vireo bellii pusillus), pallid bat (Antrozous pallidus), western mastiff bat (Eumops perotis californicus), and western red bat (Lasiurus blossevillii).

An additional 19 special-status animal species were identified as having low potential to occur within the BSA due to the presence of suitable habitat. These include San Diego fairy shrimp (Branchinecta sandiegonensis), Riverside fairy shrimp (Streptocephalus woottoni), Coast Range newt (Taricha torosa), Southern California legless lizard (Anniella stebbinsi), California glossy snake (Arizona elegans occidentalis), orange-throated whiptail (Aspidoscelis hyperythra), coastal western whiptail (Aspidoscelis tigris stejnegeri), San Diego banded gecko (Coleonyx variegatus abbotti), coast horned lizard (Phrynosoma blainvillii [coronatum]), Coronado skink (Plestiodon [Eumeces] skiltonianus interparietalis), coast patch-

nosed snake (Salvadora hexalepis virgultea), long-eared owl (Asio otus), burrowing owl (Athene cunicularia), ferruginous hawk (Buteo regalis), coastal cactus wren (Campylorhynchus brunneicapillus sandiegensis), yellow-breasted chat (Icteria virens), San Diego desert woodrat (Neotoma lepida intermedia), southern grasshopper mouse (Onychomys torridus ramona), and American badger (Taxidea taxus).

There are 13 coastal and marine species or groups of species identified in the literature review as potentially occurring within the United States Geological Survey (USGS) topographic quadrangles in which the BSA occurs (refer to Appendix B of the NESMI for the NOAA Fisheries Species List). None of the species identified are expected to occur with the BSA. The project site lacks suitable habitat, as the species identified are typically associated with the Pacific Ocean and its major tributaries, and none are expected to occur within the BSA or be affected by the proposed project.

**Least Bell's Vireo**

There is marginally suitable LBVI habitat in areas of the BSA that support southern cottonwood-willow riparian forest. No LBVI were observed during the surveys conducted from May 30 through July 31, 2025. However, they were observed in the vicinity of the project. Furthermore, construction activities are limited to the existing ROW adjacent to SR 74 within areas that are subject to regular disturbance. Due to these disturbances and elevated noise levels expected from construction, it is unlikely that any of the proposed construction areas provide suitable breeding or nesting habitat for LBVI. Direct impacts to LBVI are not expected to occur as a result of the project because LBVI were not observed in the BSA and suitable habitat would not be impacted by the project. No habitat documented as being historically occupied by LBVI would be removed by the project. Indirect temporary effects to suitable LBVI habitat may include increased noise, vibration, and dust during project activities in proximity to riparian habitats. With implementation of the avoidance and minimization efforts below, the construction activities that will be performed over a short period of time, and the presence of existing noise and vibration on a highly traveled portion of SR 74, the indirect impacts are expected to be minimal. Therefore, the effect determination for LBVI is No Effect.

With implementation of Avoidance and Minimization Measures BIO-1 through BIO-5 and BIO-11, no direct take of LBVI or designated critical habitat is expected; therefore, specific compensatory mitigation is not warranted. If LBVI is found during pre-construction surveys or project monitoring and work cannot be completed without avoiding take, Section 7 consultation with the USFWS is required, and a California Department of Fish and Wildlife (CDFW) Section 2081 permit may also be required. While not anticipated, compensatory mitigation may be developed in consultation with the USFWS and the CDFW, if necessary.

**Coastal California Gnatcatcher**
CSS and other similar habitats are present in the BSA. No CAGN were observed along SR-74 within Caltrans ROW for the proposed project during the 2025 protocol surveys. However, there are many documented occurrences of CAGN within the CSS habitat in the project vicinity that are presumed extant. Nonetheless, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. Overall, suitable foraging and nesting habitat areas are present in the BSA.

Direct impacts to CAGN are not expected to occur as a result of the project because CAGN were not observed in the BSA. No habitat documented as being historically occupied by CAGN would be removed by the project. The project is anticipated to temporarily impact up to 0.02 acre of CSS habitat as part of the installation of drainage improvements, signage, and guardrail upgrades.
Indirect temporary effects to marginally suitable CAGN habitat may include increased noise, vibration, and dust during construction activities. With implementation of the avoidance and minimization efforts below, the construction activities that will be performed over a short period of time, and the presence of existing noise and vibration on a highly traveled portion of SR-74, the indirect impacts are expected to be minimal. Therefore, the effect determination for CAGN is No Effect.

With implementation of Avoidance and Minimization Measures BIO-1 through BIO-5 and BIO-11, no direct take of CAGN or the removal of occupied habitat or designated critical habitat is expected; therefore, specific compensatory mitigation is not warranted. If CAGN are found during pre-construction surveys or project monitoring and work cannot be completed without avoiding take, Section 7 consultation with the USFWS is required. While not anticipated, compensatory mitigation may be developed in consultation with the USFWS, if necessary.

**Southwestern Willow Flycatcher**
Riparian habitat is present in the BSA, which includes southern cottonwood-willow riparian forest. No SWWF were observed during the 2025 protocol surveys. Three occurrences of SWWF are documented within the riparian habitat in the project vicinity. However, the latest occurrence (CNDDB SWWF Record #26) is from 2009, and this, along with the other records, is presumed extant. Furthermore, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. Overall, suitable foraging and nesting habitat areas are present in the BSA.

Direct impacts to SWWF are not expected to occur as a result of the project because SWWF were not observed in the BSA. No habitat documented as being historically occupied by SWWF would be removed by the project. The project is not anticipated to permanently or temporarily impact southern cottonwood-willow riparian forest habitat as part of the installation of drainage improvements, signage, and guardrail upgrades.

Indirect temporary effects to marginally suitable SWWF habitat may include increased noise, vibration, and dust during construction activities. With implementation of the avoidance and minimization measures below, the construction activities that will be performed over a short period of time, and the presence of existing noise and vibration on a highly traveled portion of SR-74, the indirect impacts are expected to be minimal. Therefore, the effect determination for SWWF is No Effect.

With implementation of Avoidance and Minimization Measures BIO-1 through BIO-5 and BIO-11, no direct take of SWWF or removal of occupied habitat or designated critical habitat is expected; therefore, specific compensatory mitigation is not warranted. If SWWF are found during pre-construction surveys or project monitoring and work cannot be completed without avoiding take, Section 7 consultation with the USFWS would be required. While not anticipated, compensatory mitigation may be developed in consultation with the USFWS, if necessary.

**Crotch's Bumble Bee**

Crotch's bumble bee was not observed in the BSA during the 2025 surveys conducted for this project; however, focused Crotch's bumble bee surveys were not conducted. Suitable foraging habitat that includes nectar sources for Crotch's bumble bee occurs in the CSS, riparian, and chaparral habitats within the BSA and marginal habitat within the ruderal grassland located outside Caltrans ROW. The ruderal grassland located within Caltrans ROW is regularly disturbed from ongoing and frequent maintenance (i.e., mowing to ground level) and would not provide a suitable foraging or nectar source due to the disturbance. A review of occurrence records shows two records within approximately 3 miles west and north of the BSA from 2006, 2014, and 2020. No other documented occurrences are recorded within 5 miles of the BSA.

Construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. While direct impacts to Crotch's bumble bee are not expected as a result of the project, the project is anticipated to temporarily impact up to 0.02 acre of CSS habitat as a result of installation of drainage improvements. Temporary impacts will result in vegetation removal or grubbing, which may occur as a result of temporary construction areas needed to carry out the proposed construction activities. Indirect temporary impacts to marginally suitable Crotch's bumble bee habitat may include increased noise and vibration during construction activities associated with the project. In addition, because those activities will be performed over a short period of time on highly traveled portions of SR-74, indirect impacts are expected to be minimal. Implementation of Avoidance and Minimization Measures BIO-1 through BIO 5 would minimize potential impacts to Crotch's bumble bee from project construction.

**Arroyo Toad (ARTO)**

ARTO were not observed in the BSA during the 2025 surveys conducted in the BSA; however, protocol ARTO surveys were not conducted. ARTO typically occupies

riparian and upland natural communities. Riparian and upland habitat is present in the BSA, which includes southern cottonwood-willow riparian forest, CSS, and chaparral. Several documented CNDDB occurrences of ARTO are within the project vicinity. This species is known to occupy San Juan Creek and the adjacent uplands. ARTO were observed in multiple locations in marginal habitat not considered arroyo or typically described as highly suitable breeding habitat. Individuals were also observed on multiple occasions during bullfrog eradication efforts. Two shallow pools that support slow-moving water and suitable soils within the permanent impact limits are considered potential breeding pools for ARTO. Egg masses have been observed during invasive predator removal visits just downstream of these suitable pools and habitats located within the BSA where adult ARTO were documented in 2017. However, construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. Overall, suitable habitat areas are present in the BSA.

Designated critical habitat, as well as additional suitable habitat for ARTO, is present in the BSA. There are approximately 43 acres of critical habitat located within the project disturbance limits. Of that critical habitat total, 26.85 acres are characterized as having an asphalt surface or other developed areas that do not contain the physical or biological features required for ARTO recovery.

Construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. While direct impacts to ARTO are not expected as a result of the project, the project is anticipated to result in up to 0.02 acre of temporary impacts to CSS, 0.01 acre of temporary impacts to chaparral, and 0.01 acre of temporary impacts to coast live oak woodland habitat as a result of installation of drainage improvements, signage, and guardrail upgrades. A total of 0.003 acre of designated ARTO critical habitat would be permanently impacted by the project, although these permanently impacted areas are characterized as ruderal that do not contain the physical or biological features required for ARTO recovery. An additional 21.834 acres of ARTO critical habitat would be temporarily impacted by the project including 21.682 acres of developed area and 0.047 acre of ruderal area, both of which do not contain the physical or biological features required for ARTO recovery. A total of 0.010 acre of designated ARTO critical habitat temporarily impacted by project activities, including 0.002 acre of chaparral, 0.004 acre of CSS and 0.004 acre of coast live oak woodland will occur as a result of drainage improvements. While these areas contain the physical or biological features and permanent impact areas don’t contain the physical or biological features for the recovery of the species, they are small, located adjacent to SR-74 and maintained ruderal areas, provide low value habitat for the species and impacts within them are not anticipated to impact ARTO or their recovery. No potential breeding pool habitat was identified within the portions of ARTO critical habitat that would be affected by the Build Alternative.

Indirect temporary impacts to suitable ARTO habitat may include increased dust during construction activities, and indirect temporary impacts to ARTO may include

increased noise and vibration during construction associated with the project. In addition, because those activities will be performed over a short period of time on highly traveled portions of SR-74, indirect impacts are expected to be minimal. Implementation of Avoidance and Minimization Measures BIO-1, BIO-2, BIO 3, BIO-12, BIO-13, and BIO-14 would minimize any impacts to ARTO and existing downstream breeding or critical habitat.

Any temporary impacts to ARTO critical habitat will be replaced in kind. Due to temporary and permanent impacts to ARTO critical habitat, informal section 7 consultation with USFWS is required.

**Western Spadefoot Toad (WST)**
WST was not observed in the BSA during the 2025 surveys conducted for this project; however, focused WST protocol surveys were not conducted. WST typically occupy riparian and upland natural communities. Riparian and upland habitat is present in the BSA, which includes southern cottonwood-willow riparian forest, CSS, coast live oak woodland, and chaparral habitat. Several documented CNDDB occurrences of WST are within the project vicinity. Overall, suitable habitat areas are present in the BSA.

Construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. While direct impacts to WST are not expected as a result of the project, the project is anticipated to have up to 0.01 acre of temporary impacts to chaparral, 0.02 acre of temporary impacts to CSS, and 0.01 acre of temporary impacts to coast live oak woodland as a result of installation of drainage improvements, signage, and guardrail upgrades.

Temporary impacts consist of vegetation removal or grubbing, which may occur as a result of temporary construction areas needed to carry out the proposed construction activities. Temporary impact areas contain marginal low-quality habitat for this species and are not expected to contain the physical or biological features required for WST recovery. Indirect temporary impacts to suitable WST habitat may include increased noise and vibration during construction activities associated with the project. In addition, because those activities will be performed over a short period of time on highly traveled portions of SR-74, indirect impacts are expected to be minimal.

In order to minimize any impacts to the WST breeding and aestivation habitat, Avoidance and Minimization Measures BIO-13 and BIO-14 will be incorporated into the project.

**Mountain Lion**
Although mountain lion was not observed during field surveys, its sign in the form of footprints was observed during field surveys conducted between May and September 2025. The prints observed were located 33.573666,  117.541348 under the SR-74 bridge within the San Juan Creek.

The project impact area is limited to the adjacent roadway, thus the project will result in no direct impacts to mountain lions since the project impact area is limited to the adjacent roadway and disturbed areas. These impacts, including noise and visual impacts to wildlife movement, may indirectly impact wildlife movement in San Juan Creek but are expected to be minimal due to the presence of existing traffic on SR-74.

Implementation of Avoidance and Minimization Measures BIO-1 through BIO 5, and BIO-15 to avoid and minimize impacts. No direct take of mountain lion is expected; therefore, specific compensatory mitigation is not warranted. Active construction activities may temporarily deter wildlife movement due to the increased noise and human activity, but wildlife is expected to continue to use corridors such as San Juan Creek when construction work is not occurring, particularly at dawn and dusk.

No permanent barriers would be placed within the project limits, and implementation of the proposed project is not expected to permanently affect wildlife movement.

**Bat Species**

No sign of roosting bats was observed during the general habitat suitability survey; however, bat-specific studies were not conducted in 2025. Based on the general habitat suitability survey, there is suitable foraging habitat for bats throughout the entire BSA, and structures (i.e., culverts) and trees that may provide suitable day and/or night roosting habitat for bats to be present.

Special-status bat species that have potential to roost within the BSA include those species identified as having habitat present, includes western mastiff bat, western red bat, and pallid bat, as well as nonspecial-status bat species such as Yuma myotis (Myotis yumanensis), California myotis (Myotis californicus), and big brown bat (Eptesicus fuscus).

Bat-roosting habitat may be subject to the direct impacts from construction activities where any trees may need to be trimmed or removed. Crevice-roosting bat species may use crevices and/or cavities within a variety of trees for roosting, including maternity roosting colonies during the maternity season (April 1–August 31). Tree roosting bat species may also roost within the foliage of trees such as oaks and sycamores. Drainage improvements within the BSA are not anticipated to impact bat species due to the small diameter of the culverts being improved and lack of access to these culverts due to overgrown vegetation.

Potential indirect impacts (e.g., increases in ambient noise and localized noise) to bats roosting within vegetation adjacent to SR-74 are not expected because the activities will be performed over a short period of time on highly traveled portions of SR-74 that are subject to regular noise, vibration, and dust disturbance. Because of the existing uses that occur within the BSA, indirect impacts to bats are not anticipated. If project-related activities are to occur at night, indirect impacts from nighttime lighting could result in adverse effects to roosting and foraging bats.

Nonetheless, the project includes measures to avoid adverse effects to roosting bats to the fullest extent practicable, as detailed in the section below.
The implementation of Avoidance and Minimization Measures BIO-16, BIO 17, BIO-18, BIO-19, and BIO-20 would minimize potential impacts to night-roosting and foraging bats from project construction. The potential for adverse effects to special-status bat species and bat colonies will be reduced to the greatest extent feasible.

Compensatory mitigation would only be required, based on consultation with CDFW, if a maternity roost or large day roost develops and would be impacted by the project. The avoidance and minimization measures listed above are considered sufficient at this time based on the results of surveys.

**Nonlisted Special-Status Animal Species and Nesting Birds (Class Aves)**
Although not observed during the field survey, there is at least a moderate potential for the following nonlisted special-status species to occur within portions of the BSA (except for the yellow warbler, a nonlisted CNDDB Species of Special Concern, which was observed during the 2025 field surveys):

- Arroyo chub (Gila orcuttii)
- Coast horned lizard
- Coastal western whiptail
- Cooper's hawk
- Red diamond rattlesnake
- Southern California legless lizard
- Southern California rufous-crowned sparrow
- White-tailed kite
- Yellow-breasted chat
- Yellow warbler

With the exception of white-tailed kite, these species are designated as California Species of Special Concern or California Special Animals. White-tailed kite is a California Fully Protected Species, which means it may not be taken or possessed at any time, and no licenses or permits may be issued for take except for certain limited circumstances, such as scientific research.

There is very low potential for most of these special-status animal species to be directly impacted by construction of the project given the limited work and access proposed near suitable habitat areas. The vegetation communities within the BSA provide suitable nesting habitat for a wide variety of bird species, including raptors.

The California Fish and Game Code includes provisions for the protection of nesting birds and raptors, as does the federal Migratory Bird Treaty Act (MBTA).

Potentially suitable habitat for arroyo chub is present within the BSA due to San Juan Creek being within proximity to the project. However, this species was not observed during the 2025 field surveys.

The BSA contains suitable habitat for coast horned lizard, coastal western whiptail, red diamond rattlesnake, and Southern California legless lizard, as the area primarily consists of scrub and grassland, with some patches of woodland.

Coast horned lizard, coastal western whiptail, red diamond rattlesnake, and Southern California legless lizard were not observed during the 2025 surveys. Nonetheless, suitable habitat exists within and near the BSA for all of these species. Suitable nesting habitat for white-tailed kite and Cooper's hawk is present within portions of the BSA that support ornamental trees in proximity to urban development and areas that support native trees and vegetation. White-tailed kite and Cooper's hawk may also forage over chaparral, CSS, ruderal grassland, and riparian habitats as well as residential areas.

The Southern California rufous-crowned sparrow, white-tailed kite, Cooper's hawk, and yellow-breasted chat were not observed during the 2025 surveys. However, yellow warbler was detected. Nonetheless, suitable nesting and foraging habitat exists within and near the BSA for all of these species.

In total, 62 bird species protected under the MBTA and California Fish and Game Code were observed in the BSA during the field surveys, and many of these species have the potential to nest in the BSA. Some species utilize ornamental vegetation or could even nest on structures within the BSA (e.g., nests atop streetlights). Construction activities are limited to the existing ROW adjacent to SR-74 within areas that are subject to regular disturbance. While direct impacts to these species are not expected as a result of the project, the project is anticipated to have up to 0.01 acre of temporary impacts to chaparral, 0.02 acre of temporary impacts to CSS, and 0.01 acre of temporary impacts to coast live oak woodland as a result of installation of drainage improvements.

Indirect temporary effects to suitable habitats may include increased noise, vibration, and dust during project activities. Indirect impacts would be avoided or minimized through implementation of project avoidance and minimization features, which include best management practices (BMPs) as well as Avoidance and Minimization Measures BIO-1 through BIO-5 and BIO-11 to avoid indirect disturbance to nearby habitats. The project is not anticipated to have any adverse effects on special-status animal species.

With successful implementation of the avoidance and minimization measures described, impacts to nonlisted special-status animals would be avoided, and no compensatory mitigation for nonlisted special-status animal species is warranted. No additional avoidance or minimization measures are warranted.

Official species lists were received from the USFWS and the NOAA on September 8, 2025 (Appendix B of the NESMI). There is designated critical habitat for ARTO within the BSA. Forty-six federally-listed species have been assigned a No Effect determination due to lack of suitable habitat. These include: Munz's onion (Allium munzii), San Diego ambrosia (Ambrosia pumila), Braunton's milk-vetch (Astragalus brauntonii), Encinitas baccharis (Baccharis vanessae), Nevin's barberry (Berberis nevinii), thread-leaved brodiaea (Brodiaea filifolia), slender-horned spineflower (Dodecahema leptoceras), Laguna Beach dudleya (Dudleya stolonifera), big-leaved crown-beard (Verbesina dissita), San Diego fairy shrimp (Branchinecta sandiegonensis), monarch butterfly (Danaus plexippus), Quino checkerspot butterfly (Euphydryas editha quino), black abalone (Haliotis cracherodii), white abalone (Haliotis sorenseni), Riverside fairy shrimp (Streptocephalus woottoni), southwestern pond turtle (Actinemys pallida), north Pacific loggerhead sea turtle (Caretta caretta), green sea turtle (Chelonia mydas), leatherback sea turtle (Dermochelys coriacea), olive ridley sea turtle (Lepidocheyx oxivacea), green sturgeon southern distinct population segment (sDPS) (Acipenser medirostris), tidewater goby (Eucyclogobius newberryi), southern California steelhead distinct population segment (DPS) (Oncorhynchus mykiss irideus), western snowy plover (Charadrius nivosus nivosus), SWWF, CAGN, California least tern (Sterna antillarum browni), LBVI, Stephens' kangaroo rat (Dipodomys stephensi), Pacific pocket mouse (Perognathus longimembris pacificus), Guadalupe fur seal (Arctocephalus townsendi), sei whale (Balaenoptera borealis), blue whale (Balaenoptera musculus), fin whale (Balaenoptera physalus), north Pacific right whale (Eubalaena japonica), humpback whale (Megaptera novenagliae), killer whale (Orcinus orca), and sperm whale (Physeter macrocephalus). CAGN, ARTO, ARTO critical habitat, WST, SWWF, and LBV have potentially suitable habitat within the BSA and are each discussed above. With the implementation of avoidance and minimization measures, the project will have No Effect on the species identified above.

No federal fisheries or essential fish habitat are within the BSA. No anadromous fish are expected to occur in the BSA; therefore, no Federal Endangered Species Act (FESA) Section 7 consultation related to federal fisheries or essential fish habitat will be required.

The California Endangered Species Act (CESA) protects plant and animal species that are listed as rare, threatened, or endangered. The CDFW authorizes take of endangered, threatened, or candidate species through the provisions of Sections 2081 and 2080.1 of the California Fish and Game Code. Authorization from the CDFW (under Sections 2081 or 2080.1 of the California Fish and Game Code) for take of any Endangered, Threatened, or Candidate species is not expected to be required because take of State-listed species is not expected. With implementation of the avoidance and minimization measures described in this NESMI, the proposed project would avoid impacts and direct take of CESA-listed species. If CESA-listed species are found during pre-construction surveys or unavoidable impact to CESA-listed species occurs during construction, consultation with the CDFW will be initiated and additional measures will be developed.

Portions of the BSA are within the Planning Areas of the Orange County Southern Subregion HCP. Project work will occur within Caltrans ROW, and no project work will occur within Orange County Southern Subregion HCP; however, maintenance of Caltrans infrastructure within the Orange County Southern Subregion HCP is allowed. As such, the proposed project would not conflict with the Orange County Southern Subregion HCP and no further compliance besides that described in this document is required.

There are temporary and permanent impacts associated with construction activities within the BSA. The temporary impacts associated with construction activities may include vegetation removal, tree trimming, and grubbing. These impacts are also expected in areas where drainage improvements are proposed, involving the restoration of approximately 168 feet of three existing pipe segments at various locations throughout the project limits. The permanent impacts may include vegetation removal related to drainage improvements. In addition, temporary impacts to oak and sycamore woodland communities are not anticipated to occur, as project activities occur beneath canopy areas within previously disturbed or compacted zones.

Given the scope and location of the proposed work, permanent impacts are expected to be minimal and limited to existing pavement or regularly disturbed areas with Caltrans ROW, and temporary impacts focus on previously disturbed or developed areas.

Mapped vegetation communities within the areas of permanent and temporary impacts are provided in Table 2-2. The vegetation subject to temporary impacts is located within the ROW of SR-74, which is subject to regular vehicular traffic, noise, and highway maintenance. The project is not anticipated to result in any substantial or adverse permanent impacts to biological resources within the BSA due to the regular disturbance within the project footprint and immediate surroundings. Avoidance and minimization measures are included as part of the project to avoid or minimize direct and indirect impacts on biological resources to the extent practicable. The applicable project features and measures have been outlined in the sections below.

**b) Less Than Significant Impact:** The BSA contains the following vegetation communities/land covers: CSS, chaparral, ruderal, nonnative grassland, southern cottonwood-willow riparian forest, coast live oak woodland, developed areas and bare ground, and ornamental trees. Southern cottonwood-willow riparian forest, as well as portions of coast live oak woodland, are considered riparian habitat under Section 1602 of the California Fish and Game Code. CSS, chaparral, and coast live oak woodland are considered sensitive natural communities by the CDFW. No remaining vegetation communities/land covers are identified as sensitive natural communities by the USFWS, CDFW, CNDDB, or other local or regional plans.

The project would not result in permanent impacts to any sensitive natural community within the BSA. The project would result in temporary impacts to CSS (0.02 acre), chaparral (0.01 acre), and coast live oak woodland (0.01 acre). Temporary indirect impacts to sensitive natural communities during project activities may include an increase or change in off-site runoff, erosion, and spread of invasive species. Proposed impact areas are within Caltrans ROW and outside of HCP areas. Due to the minimal and temporary impacts to sensitive natural communities, the project is not anticipated to adversely affect any listed species or destroy or adversely modify critical habitat as currently planned and designed; therefore, a Section 7 Consultation with the USFWS is not anticipated.

With implementation of Avoidance and Minimization Measures BIO-1 through BIO-8, impacts to sensitive natural communities would be less than significant with mitigation.

**c) Less Than Significant Impact:** In total, 35 drainage features were delineated within the Jurisdictional Delineation Study Area (JDSA). Of those 35 features, 1 feature was delineated as wetland and nonwetland waters of the United States under the jurisdiction of the USACE and wetland and nonwetland waters of the State regulated by the RWQCB; 1 feature was delineated as nonwetland waters of the United States under the jurisdiction of the USACE and wetland and nonwetland waters of the State regulated by the RWQCB; and 28 features are considered nonwetland waters regulated by the RWQCB under the California Porter-Cologne Water Quality Control Act. A total of 30 features are subject to jurisdiction by the CDFW under Section 1600 of the California Fish and Game Code. Five features are mapped as nonjurisdictional. Features 31 through 35 are considered non-jurisdictional. Features 31 and 32 are best described as earthen areas constructed as part of the stormwater drainage system for SR-74. Features 33, 34, and 35 are limited to culverts constructed as part of the stormwater drainage system for SR-74. These five features are not considered jurisdictional due to their absence of bed and bank, their absence of an OHWM, and due to not appearing to meet the definition of WOTUS per 33 CFR 328.3(b) under Sections (a)(1) through (2). Additionally, they are not relatively permanent, do not have standing or continuously flowing water, and therefore do not meet the definitions as outlined in paragraphs (a)(3) or (a)(5). Lastly, these features are not an adjacent wetland as outlined in (a)(4). Drainage pipes and culverts are considered nonjurisdictional as they are located underground. Drainage pipes that are currently under the road are made of corrugated steel pipe (CSP). Of the delineated features, the most prominent feature is San Juan Creek. The total area of delineated features within the JDSA includes 0.473 acre of wetland waters of the United States and waters of the State, 0.931 acre of nonwetland waters of the United States, 1.309 acres of nonwetland waters of the State, 0.984 acre of CDFW streambed, and 1.146 acres of CDFW riparian habitats.

Impacts to jurisdictional drainages are anticipated to occur through project implementation and are discussed below. Based on the current alignment and on-site conditions, the project would temporarily impact 0.001 acre of nonwetland waters of the State and CDFW streambed (Feature 23). The project would not

permanently impact waters of the United States, waters of the State, or CDFW streambed or riparian habitat.

Temporary indirect impacts during construction activities include the potential for water quality-related impacts (e.g., loose soil or pollutants inadvertently entering the drainage features located within and adjacent to the BSA). Such impacts would be avoided or minimized with the implementation of Avoidance and Minimization Measures BIO-9 and BIO-10.

With implementation of Avoidance and Minimization Measures BIO-9 and BIO-10, impacts to federally protected wetlands or other jurisdictional aquatic resources would be less than significant with mitigation.

**d) Less Than Significant Impact:** Wildlife movement of species such as mountain lion, bobcats, and coyotes is expected within the BSA, particularly in San Juan Creek, the riparian habitats, and wildlife undercrossings. The project area is within and adjacent to Ronald W. Caspers Wilderness Park. Active construction activities may temporarily deter wildlife movement due to increased noise and human activity in adjacent areas, but wildlife is expected to continue to use corridors when construction work is not occurring, particularly at dawn and dusk. Project work would take place in relatively disturbed areas alongside a busy highway. No permanent barriers would be placed within any known wildlife movement corridors. As such, implementation of the proposed project is not expected to permanently affect wildlife movement or decrease the functionality of any wildlife crossings; therefore, no project-specific mitigation would be required. Therefore, implementation of the project would have a less than significant impact on wildlife movement through the BSA. If construction activities are scheduled to occur at night, Avoidance and Minimization Measure BIO-15 would be required to address indirect impacts to wildlife crossings for mountain lions. Therefore, with implementation of Avoidance and Minimization Measure BIO-15, potential construction-related impacts to wildlife crossings would be less than significant. Caltrans is required by Senate Bill (SB) 857 to construct projects without presenting barriers to fish passage or to remediate existing barriers. No anadromous fish streams are present within the BSA, and the project does not include the installation of barriers that could impact fish passage. There is also no essential fish habitat or critical habitat for any fish species within the BSA. Therefore, the project will not impact anadromous fish or their passage.

The BSA contains potentially suitable habitat for migratory birds and raptors protected under the MBTA and the California Fish and Game Code. These species may nest in the vegetation or structures within the BSA. Impacts to nesting birds could occur in the form of direct mortality, particularly from the destruction of nests and mortality of young if construction occurs during the breeding season, or from habitat loss. Indirect temporary effects to suitable nesting habitats may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. Indirect effects to nesting birds may include increased noise, vibration, lighting, and predation during project activities. If construction activities are scheduled during the breeding season, pre-construction nesting bird surveys would be required to prevent

any impacts to nesting birds, as specified in Avoidance and Minimization Measure BIO-11. Therefore, with implementation of Avoidance and Minimization Measure BIO-11, potential construction-related impacts to nesting birds would be less than significant.

**e) No Impact:** No tree removal or trimming is anticipated as part of the project. However, if oak trees are to be trimmed, measures BIO-6 through BIO-8 will be implemented to further avoid and minimize impacts to oaks.

**f) No Impact:** Portions of the BSA are within the Planning Areas of the Orange County Southern Subregion HCP. Project work will occur within Caltrans ROW, and no project work will occur within the Orange County Southern Subregion HCP; however, maintenance of Caltrans infrastructure within the OC Orange County Southern Subregion HCP is allowed. As such, the proposed project would not conflict with the Orange County Southern Subregion HCPand no further compliance besides that described in this document is required.

**Avoidance, Minimization and/or Mitigation Measures:**
Implementation of the following avoidance and minimization measures will reduce the potential for adverse effects to special-status wildlife and plant species to the greatest extent feasible and is considered sufficient at this time based on the results of surveys.

**BIO-1** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. ESA habitats that will be subjected to impacts and preserved with fencing include coastal sage scrub, chaparral, and coast live oak woodland habitat types. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities.

**BIO-2** All construction equipment accessing unpaved areas will be cleaned with water prior to delivery on site to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site.

**BIO-3** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland areas. The designated upland areas will be located in such a manner as to prevent any spill runoff from entering adjacent sensitive vegetation communities. Trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species.

**BIO-4** Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project.

**BIO-5** If vegetation removal shall occur within suitable nesting habitat during the nesting bird season (February 1–September 30), a qualified biologist will monitor construction activities prior to and during vegetation removal for the duration of the project to ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the project footprint.

**BIO-6** If ground disturbance is to occur within dripline of Oak tree, ESA fencing will be installed around the dripline of retained oak/native trees to avoid or minimize unnecessary encroachment and prohibit mechanical activity within the root zone. No construction activities, access, or placement of structures should occur within the root zone of any retained oak trees. Landscaping, trenching, or irrigation systems should not be installed within the root zone of any retained oak trees. Sedimentation and siltation should be controlled to avoid filling within the root zone or around the base of any retained trees.

**BIO-7** Monitor retained oak trees adjacent to the project during grading and construction activities. Monitoring of retained oak trees should occur at intervals warranted by the site conditions and level of activity. A qualified arborist should conduct all monitoring.

**BIO-8** All pruning should be directed by an International Society of Arboriculture (ISA) certified arborist and performed by ISA-certified tree workers in accordance with the BMPs for Pruning by the ISA, and should adhere to the most recent editions of the American National

Standards Institute (ANSI) for Tree Care Operations and Pruning A300, Part 1.

**BIO-9** Prior to initiation of construction, Caltrans will coordinate with San Diego RWQCB to determine the need for a Waste Discharge Requirement from the Santa Ana Regional Water Quality Control Board. Upon completion of the coordination effort, Caltrans may need to comply with any conditions and measures identified in the Certification.

**BIO-10** Due to limited activities and very minimal impacts (0.001 acre of temporary impacts) to non-riparian streambed, the project isn't expected to result in substantially diverting or obstructing the natural flow, substantially changing or using any material from the bed or bank, or deposit or dispose of debris, waste, or other material where it may pass into any river, stream, or lake. Prior to initiation of construction, Caltrans will coordinate with CDFW to determine the need for a Streambed Alteration Agreement (SAA). Upon completion of the coordination effort with the California Department of Fish and Wildlife (CDFW), Caltrans may need to comply with any specifications, conditions, and measures identified in the SAA.

**BIO-11** Vegetation clearing and grubbing as well as pavement grinding activities shall occur outside the nesting season (February 1– September 30) to the fullest practicable extent. If project activities with potential to indirectly disturb suitable avian nesting habitat within 300 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction and access will not be allowed in this zone until the biologist determines that the young have fledged or the nest is no longer active.

**BIO-12** All drainage, conduit (located within critical habitat area), and guardrail upgrade construction activity areas shall be limited to the impact boundaries by installing exclusionary fencing (i.e., silt fence or other suitable nonpenetrable fencing) along the boundary to prevent construction from encroaching into adjacent areas and to exclude ARTO from the construction site.

**BIO-13** A USFWS-approved Biologist permitted to handle ARTO shall monitor all construction activities listed above and located within and adjacent to suitable habitat. The ARTO monitoring shall occur weekly if construction activities occur outside the breeding season. If ARTO are found, the qualified biologist may relocate them out of harm's way to reduce injury or mortality from equipment, foot traffic, or ground disturbance. Field notes and weekly memos will be provided to Caltrans detailing monitoring items and fence conditions.

**BIO-14** Prior to construction, a qualified biologist shall provide a worker environmental awareness program (WEAP) for listed species that may be affected by the project. The program shall be presented to all personnel working on site during construction.

**BIO-15** Construction equipment maintenance, lighting, and staging must be in designated areas and away from wildlife undercrossings.

**BIO-16** Prior to any tree trimming or removal, a qualified bat biologist will conduct a focused daytime bat roosting habitat assessment to identify suitable bat roosting habitat within the trees.

**BIO-17** If suitable bat roosting habitat for crevice/cavity maternity roosting bats is identified during the daytime bat roosting habitat assessment, a qualified bat biologist will conduct a maternity season focused nighttime acoustic and emergence survey at the locations where suitable bat roosting habitat for crevice/cavity maternity roosting bats has been identified. The survey(s) will occur from 30 minutes prior to sunset to 1 hour after sunset. Upon completion of the survey, if impacts to occupied habitat will occur, additional avoidance and minimization measures will be developed and implemented for the project. These measures shall consult Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions.

**BIO-18** If suitable bat roosting habitat for crevice/cavity- or foliage-roosting bats is identified within any of the trees to be trimmed, a qualified bat biologist will conduct a preconstruction nighttime emergence survey within 3 days prior to the trimming of the tree. Preconstruction bat surveys should be performed year-round because bats may use the trees for roosting at any time of year. If the preconstruction survey and trimming occurs during the bat maternity season and bats are observed emerging from the tree, then trimming will be postponed until either a nighttime survey confirms the absence of roosting bats or until the end of the maternity season. If the preconstruction survey and trimming occur outside of the bat maternity season and bats are observed emerging from the tree, the two-step tree removal process will be employed.

**BIO-19** Trees that have been identified as confirmed roost sites require a two-step removal process and the involvement of a qualified bat biologist to ensure that no roosting bats are killed during this activity. This two-step removal will take place over 2 consecutive days as follows: on Day 1, branches and limbs not containing cavities, as identified by a qualified bat biologist, will be removed using hand tools or chainsaws. The goal of this step is to create sufficient disturbance to cause any bats roosting in the tree to leave that night and not return, but not at a level of intensity that will cause bats to fly out of the tree during the disturbance itself (i.e., during the daytime, when leaving the roost could result in predation). On Day 2, the remainder of the limbs/tree may be removed and any crevices or cavities will be inspected for the presence of bats by the bat biologist before disposal.

**BIO-20** If night work (i.e., work performed between dusk and dawn) is anticipated within 100 feet of where bat roosting is confirmed, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting areas to the greatest extent practicable.

## 2.2.6 Cultural Resources

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

### 2.2.6.1 CEQA Significance Determinations for Cultural Resources

The potential for the Build Alternative to result in significant impacts related to cultural resources was assessed in the Historic Property Survey Report (HPSR; October 2025).

a) **and b) Less Than Significant impact:** CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Places (California Register); (2) listed in a local register of historical resources as defined in the California Public Resources Code (PRC) §5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC §21084.1 and State CEQA Guidelines §15064.5(a)). The Area of Potential Effect (APE) was established from the proposed project footprint. It includes the Area of Direct Impacts (ADI), which was established within the existing ROW where construction would take place. Proposed activities within the ADI include rehabilitating pavement, rehabilitating drainage facilities, adding Curve Warning Signs (CWS), upgrading the existing MBGR to MGS, upgrading and restoring existing loop detectors, as well as corresponding conduit installations, upgrading ladder crosswalks, adding a 2-foot buffer between the existing General Purpose lane and the Class II bike lane, and adding Class II bike lane pavement markings. The ADI, which also functioned as the Archaeological Survey Area, was extended out to the edges of the Caltrans ROW in locations where archaeological sites intersected the ADI. The APE was expanded to conform to the Caltrans ROW and to encompass two built environment historic properties and seven archaeological historic properties. On July 1, 14, 29, and August 6, 2025, a records search at the South Central Coastal Information Center (SCCIC) was completed in Fullerton, California. The record search included a review of all available cultural resource surveys, excavation reports, and site records within 0.5-mi of the project area. The records search results indicated that a total of 262 studies have been

conducted within the 0.5-mi boundary of the records search. 67 of these studies intersect or encompass portions of the proposed. The record search identified 145 previously recorded resources within the 0.5-mi radius. Of the 145 resources within the 0.5- mile radius; 10 were recorded in or as overlapping the APE. Of the 10, 7 are archaeological resources and 3 are historic built-environment properties. All 7 of the archaeological resources are precontact in age. Of the 3 built-environment properties, 2 are listed on the NRHP and CRHR and one was previously determined NRHP-ineligible. Caltrans has determined a total of 6 archaeological sites within the APE are considered eligible for inclusion in the NRHP for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of an ESA, in accordance with Section 106 PA Stipulation VIII.C.4. In addition, Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined a total of 3 properties within the APE that were previously determined eligible for inclusion in the NRHP, and those determinations remain valid.

The geoarchaeological analysis conducted for this project revealed that the ADI and APE are located on both Pleistocene and Holocene landforms. Pleistocene-aged landforms are usually considered to have low sensitivity for containing buried archaeological sites. However, in the project APE, several archaeological sites with subsurface components are located on elevated Pleistocene-aged terraces. The archaeological components at those sites date to the late Holocene, however, the sites were situated on landforms that are older in age. In addition, previous construction of SR-74, the associated overpasses and on- and off-ramps, roadways, residential and commercial properties, agricultural operations, and infrastructure in the vicinity has also heavily disturbed deposits in most of the APE and ADI. Infrastructure: ground disturbance would be minimal, associated with only the placement of signage, drainage improvements, conduit installation, and improvements to guardrail systems in areas that have been highly disturbed previously due to construction of SR-74 and associated infrastructure; therefore, the potential for the project to encounter or affect subsurface cultural materials during construction is considered extremely low. With the implementation of all the project features as discussed below and measure CUL-1 will address the impacts to less than significant.

While it is not anticipated, if cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature of the find. With the implementation of all the project feature PF-CUL-1 will address the possibility of discovery of cultural materials during construction.

c) **Less Than Significant Impact:** No human remains or burial sites were identified in the HPSR. While not anticipated, if human remains are discovered during construction, all earthmoving activity within and around the

immediate discovery area would be diverted until the Orange County Coroner can assess the nature of the find. Project Feature PF-CUL-2 addresses the possibility of discovery of human remains during construction.

**Avoidance, Minimization and/or Mitigation Measures:**

The following project features and minimization/avoidance measure will be implemented.

**PF-CUL-1** If cultural materials are discovered during site preparation, grading, or excavation, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, coordination will be maintained with the California Department of Transportation (Caltrans) District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action. If the discovery of cultural materials occurs outside the Caltrans ROW, then coordination with the appropriate local agency will be conducted as well.

**PF-CUL-2** If human remains are discovered during site preparation, grading, or excavation, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact the Caltrans District 12 Environmental Branch Chief or the District 12 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.

**PF-CUL-3** The establishment of ESAs within and adjacent to historic properties shall protect elements of these properties in place for the duration of the Project. The ESAs will be marked on plans and delineated in the field by a Caltrans archaeologist. No excavation or subsurface ground disturbance will occur within the delineated ESA. In addition, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts. An EMA will be established surrounding the boundaries of historic properties that intersect the Project. The EMA represents the portions of the properties that intersect the Project ADI and will be subjected to construction-related archaeological and Native American monitoring. A Post Review Monitoring and Discovery Plan (PRMDP) is

part of the ESA Action Plan and was prepared to describe the discovery methods and communication protocol that will be implemented for the EMA and all Project-related construction activities. All work within the EMA will be monitored by a PQS-equivalent consultant archaeologist (with oversight from Caltrans) and Native American monitors.

**PF-CUL-4** Prior to the start of construction, Caltrans shall prepare a Construction Noise and Vibration Work Plan (CN&VWP). The CN&VWP shall include information on monitoring activities, such as installing vibration sensors, reviewing the sensor data, and conducing site visits and visual inspections of the buildings, as well as stop work plans if the vibrations exceed the thresholds and emergency contact information and protocols to ensure the protection and stability of the Harrison House and Parra Adobe. The CN&VWP shall also include a plan for phasing construction work, which may need to be developed in coordination with the contractor, to confirm high-vibration activities will not occur within the same time period in proximity to each other, where possible. The CN&VWP will be prepared jointly by a vibration technical specialist and a Caltrans PQS Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans.

**PF-CUL-5** A Caltrans PQS Principal Investigator (Archaeology) and/or a PQS Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall attend the preconstruction meeting with the Resident Engineer and Contractor and shall provide Cultural Resources Sensitivity Training (CRST) that includes the conditions of the FNAE-NSC, the ESA Action Plan/PRDMP, and the Historic Properties Monitoring Plan (HPMP). The Contractor and Caltrans PQS Principal Architectural Historian shall coordinate the CRST to ensure that it takes place prior to construction. The conditions of the FNAE-NSC shall be included in the ECR and kept in the Resident Engineer's file. The Resident Engineer and Contractor shall be responsible for ensuring that all others working on the Project have the same training.

**PF-CUL-6** Caltrans and its PQS-equivalent consultant archaeologist will be responsible for all archaeological monitoring. The PQS-equivalent consultant archaeologist will be notified when construction begins and will monitor all work conducted within the EMA, which includes the portions of the historic properties that intersect the Project APE and ADI. The engineer, Caltrans PQS Principal Investigator, PQS-equivalent consultant archaeologist, and identified Native American monitor(s) will conduct a field review at five business days before the start of job-site activities. The construction contractor shall submit a schedule showing the days and hours that work will be performed in an

EMA at least 5 business days before starting work in the EMA. The archaeological monitor and Native American monitor(s) will monitor project activities within the EMA and will ensure that the ESA is not breached. If the ESA is breached, the archaeological monitor will have the authority to immediately: 1. Stop all work within 60 feet of the ESA boundary. 2. Secure the area. 3. Notify the Project Engineer and Caltrans District 12 PQS Principal Investigator. In the event of an unanticipated discovery of buried cultural resources, all work within 60 feet of the discovery shall halt for a qualified archaeologist and Native American Monitor (if the find is Native American in origin) to determine the nature and significance of the discovery. The protocols for treatment of an unanticipated discovery during monitoring are included in the ESA Action Plan and PRMDP in Appendix A. Upon completion of construction, the PQS-equivalent consultant archaeologist will monitor the removal of the fencing and observe the backfilling of any post holes with soil removed during the installation and with approved clean fill sediments. An archaeological monitoring report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated.

**PF-CUL-7** During construction, Caltrans shall install electronic sensors at the historical cultural sites in accordance with the CN&VWP. Caltrans is responsible for monitoring the electronic vibration sensors and ensuring that work does not exceed thresholds. Caltrans must coordinate with the Property Owner for access. If work exceeds thresholds, then Caltrans must notify the Contractor and the Contractor must stop work in accordance with the CN&VWP. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall conduct as-needed periodic in-person spot monitoring to confirm that no inadvertent damage has occurred. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall also conduct an in-person visual inspection after construction to document the properties for the Historic Properties Post-Monitoring Report (HPPMR).

**PF-CUL-8** If any inadvertent damage occurs to the Harrison House or Parra Adobe, all work shall stop immediately within 100 feet of the historic property. Work shall not resume until after the Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans has conducted a site visit to record the damage and prepare a plan for repairs, if any damage has occurred. All repairs must meet the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

**PF-CUL-9** The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of

Caltrans shall prepare a HPPMR after construction is complete. The HPPMR shall be prepared to confirm the project's compliance with the conditions presented in the FNAE. Caltrans shall provide a log of the electronic vibration sensor data, which shall be included as an attachment to the HPPRM to confirm if thresholds were or were not exceeded.

**CUL-1** Preconstruction aNon-Standard Special Provision (nSSP) shall be developed by Caltrans to ensure that vibration monitoring shall be implemented and enforceable during project construction.

### 2.2.7 Energy

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

#### 2.2.7.1 CEQA Significance Determinations for Energy

The potential for the Build Alternative to result in significant impacts related to Energy is discussed below.

a) **Less Than Significant Impact:** This project is not capacity increasing project; thus, operational energy analysis is not required. One time energy will be consumed in the construction phase. Based on the available information, energy consumption during the construction of this project is calculated using the Cal-CET 2021 (v 1.03). There would be energy consumption of 4,132 MMBTU during the construction period. The construction of the proposed project will primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Energy use associated with proposed project construction is estimated to increase the short-term energy demand through related construction activities. This short-term energy demand would cease once the construction of the project is complete. Regarding long-term and permanent energy consumption, it would be limited to some electricity for lighting and occasional maintenance activities. The impact would be less than significant, and no mitigation is required.

b) **No impact:** The project would be consistent with regional and State energy conservation plans and the Southern California Association of Governments' (SCAG) Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)[1]. In addition, potential impacts to energy use are not anticipated because the project would not increase capacity or provide congestion relief. The project is a permanent restoration project that repair the damages due to the natural fire and would not result in any additional long-term indirect energy consumption by equipment required to operate and maintain the roadway; therefore, the project is unlikely to increase indirect energy consumption through increased fuel usage.

[1] Southern California Association of Governments (SCAG). https://scag.ca.gov/connect-socal, accessed on December 4, 2024.

## Avoidance, Minimization, and/or Mitigation Measures

None Required

## 2.2.8 Geology and Soils

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ |
| b) Result in substantial 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? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☒ | ☐ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

### 2.2.8.1 CEQA Significance Determinations for Geology and Soils

The potential for the Build Alternative to result in impacts on geology and soils was assessed in the PIR/PER (August 2025) and PIR/PER Errata (September 2025). The following analyses are based on the information described in these documents.

**a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **No Impact:** The project site is not located within an Alquist-Priolo Earthquake Fault Zone (EFZ) as defined by the California Geologic Survey, nor is it within 1000 feet of an un-zoned fault that is Holocene (11,000 years) or younger in

age and have surface rupture potential. Therefore, there is no risk of surface fault rupture hazard for this project. No mitigation is required.

ii) **Less Than Significant Impact:** The location of the project site is an area that could experience moderate seismic ground shakings from possible earthquakes. However, the project would not cause an increase in conditions conducive to strong seismic ground shaking and none of the structures need to be designed with special design considerations for seismic features. Therefore, there is less than significant impact, and no mitigation is required.

iii) **Less Than Significant Impact:** Portions of the project are within Liquefaction Hazard Zones as mapped by the California Geological Survey, but groundwater will likely not be encountered with the shallow improvements included in the project, therefore there is less than significant impact, and no mitigation is required.

iv) **Less Than Significant Impact:** Portions of the project are within Landslide Hazard Zones as mapped by the California Geological Survey, but the minor improvements included in the project scope will not require special design considerations relative to the landslide hazard. Therefore, there is less than significant impact, and no mitigation is required. Furthermore, it is likely that none of the project components will destabilize existing slopes.

**b) No Impact:** No cuts or fill slopes are planned as part of the project and the planned structures do not increase the rate or risk of erosion; there is no impact and no mitigation is required.

**c) Less Than Significant Impact:** There is minor potential for hazards such as landsliding and liquefaction along the project alignment, but the project itself will not increase the risk of these hazards. Furthermore, the planned improvements do not require special design requirements due to these hazards, therefore there is less than significant impact, and no mitigation is required.

**d) Less Than Significant Impact:** As-built Geotechnical investigation boring results have shown that potentially expansive soils may be present along some sections of the project alignment. Based on the performance of the existing roadway it is thought that no measures are necessary during the current project (issues with collapse/heave of roadway sections are not thought to be a major issue along the current roadway). Therefore, there is less than significant impact, and it is thought that no mitigation is required.

**e) Less Than Significant Impact:** Some minor expansive soils and shallow bedrock may be present along some sections of the project alignment; however, based on understanding of the project scope, no new wastewater infrastructure is to be constructed during the project. Therefore, there is less than significant impact, and no mitigation is required.

**f) Less Than Significant Impact:** No significant unique geological feature is known along the project alignment; therefore, there is no impact; however, the following measure is recommended during construction.

The PIR/PER concluded that while portions of the project area may overlap/intersect geologically mapped areas of high sensitivity, the construction footprint and methods proposed do not have the potential to impact significant fossil resources. Additionally, one location (Drainage Location 3: PM 4.2/4.3) proposed for Drainage Improvements, is within the Santiago Formation- a known high sensitivity unit- however as a result of the field survey, and proposed construction methods (CIPP), this work also will have little to no potential to impact any significant paleontological resources. The project recommendation is therefore to implement the Standard Specification for Paleontological Resources (14-7.03/04) in accordance with the Caltrans Standard Specifications and Provisions 2024.

**Avoidance, Minimization, and/or Mitigation Measures**

**PF-PAL-1** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows under Standard Specification 14-7.04: (1) Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite and (2) Caltrans shall provide "on-call" Paleontological monitoring should potential fossils be found inhouse or via an A&E task order. Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE.[1]

If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified paleontologist can evaluate the nature and significance of the find. Standard Specification 14-7.03.

- Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE.

**PF-PAL-2** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows:

- Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite.
- On-call paleontological monitoring by a qualified principal paleontologist in Paleontologically sensitive units *should any resources be found*; to be done inhouse or through an A&E Task Order.

[1] Comment: No fossil resources are anticipated to be discovered during project construction, therefore, no MCCE updates are required at this time.

## 2.2.9 Greenhouse Gas Emissions

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

CEQA Guidelines Section 15064.4 states that when assessing the significance of impacts from Greenhouse Gas (GHG) emissions on the environment, the lead agency should consider, among other factors, the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting. While comparing future build to future no-build conditions may be useful in determining significant and in establishing the extent of project-level measures to reduce GHG emissions from the project, CEQA and the CEQA Guidelines remain in focused on the comparison of future conditions with the project compared to existing conditions.

This discussion is based on the Environmental Engineer PAED Review Memo (March 2025).

### 2.2.9.1 CEQA Significance Determinations for GHG Emissions

a) **No Impact:** The purpose of the project is to provide safety transportation facilities to the commuters. The proposed project will not add vehicle capacity and no increase in operational GHG emissions are expected. Based on the available information, construction GHG emissions is calculated using the Cal-CET 2021 (v 1.03). There would be 348 MT of GHG emission from the project during the construction of this project; however, it can be controlled by following the PF-AQ-1 through PF-AQ-3. Therefore, temporary GHG emissions are also considered less than significant. No mitigation is required.

b) **No Impact:** The project limits are within the South Coast Air Basin, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The project is included in 2020 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and the 2025 Federal Transportation Improvement Program (FTIP), both of which are conforming to State and Federal ambient air quality standards provided in the Air Quality Management Plan (AQMP). Therefore, the project would not conflict with the AQMP or violate any air quality standards and have no impacts. No mitigation is required.

**Avoidance, Minimization and/or Mitigation Measures:**
In addition to PF-AQ-1 through PF-AQ-3, no other measures are required

## 2.2.10 Hazards and Hazardous Materials

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

The potential for the Build Alternative to result in significant impacts related to Hazards and Hazardous Materials is assessed in the following discussion and is based on the Initial Site Assessment (ISA) Checklist (March 2025)

### 2.2.10.1 CEQA Significance Determinations for Hazards and Hazardous Materials

a) **Less Than Significant Impact:** Although the project will require transportation and/or disposal of hazardous materials, the Contractor will be required to comply with Caltrans Standards and Special Provisions for Hazardous Waste Management. An Aerially Deposited Lead Investigation (ADL) (PF-HAZ-1) will be conducted at areas of excavation during guardrail replacement, signposts and drainage facilities improvements. Contractor will follow the appropriate Caltrans Standard Specifications for ADL deposited soil. Existing yellow traffic stripe and other pavement markings are

found non-hazardous waste, the contractor will follow the Caltrans Standard Specifications for the removal of non-hazardous paint (PF-HAZ-3). In addition, this project proposes to remove existing wood posts, which contain chemical preservatives; therefore, the wood is considered as treated wood wastes (TWW) (PF-HAZ-2). Management of TWW must follow DTSC regulations adopted by Caltrans. The project involves removal/disposal of paint and thermoplastic striping (PTS) during Pavement rehabilitation. The contractor will follow the Caltrans Standard Specifications for the removal of non-hazardous paint (PF-HAZ-3).

b) **Less Than Significant Impact:** The project would not 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. The Contractor will comply with the requirements for unanticipated hazardous substances discovery. Impacts will be less than significant, and no mitigation is required; and the contractor will adhere to the project features as discussed below.

c) **No Impact:** Record search on CalEPA Cortese List Data Resources was conducted; it shows a total of 13 sites were previously contaminated with hazardous waste, and the cases have been closed. Based on the review, there is no evidence of known significant hazardous waste contamination that may impact. Any hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste will be temporary in nature and last only for duration of construction of the project. In addition, the contractor will adhere to the project features as discussed below.

d) **No Impact:** The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create any significant hazard to the public or environment. There are no impacts and no mitigation required.

e) **No Impact:** The project is not located within an airport land use plan or, where such a plan has not within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impacts are anticipated, and no mitigation is required.

f) **No Impact:** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Safety Plans. Access for Emergency Response must always be maintained throughout construction of the project, and a Traffic Management Plan (TMP, PF-TRA-1) will be prepared and implemented to keep traffic moving efficiently through the project area. No impacts are anticipated to occur, and no mitigation is required.

g) **No Impact:** The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The project will comply with Caltrans standards for Fire Protection. No impacts are anticipated, and no mitigation is required.

### Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required. However, in addition to PF-TRA-1, the following project features will also be implemented:

**PF-HAZ-1** The project involves excavation under the paved or non-paved surface during culvert removal and replacement, guardrail updating, adding curve warning signs, Aerially Deposited Lead (ADL) investigation is required to find there is elevated level of lead in the soil. ADL investigation will be completed during PS&E phase. Design Branch is required to submit an ADL request with a plan and excavation details and highlighting the soil disturbance areas and depth of excavation to Environmental Engineering in early PS&E phase.

**PF-HAZ-2** The proposed project includes removal of existing wood posts for MGS supports and signposts, which contain chemical preservatives. The wood posts are considered treated wood waste (TWW). For the management and disposal of TWW, the contract must follow the DTSC regulation. Specification for the management of TWW will be provided in the PS&E phase.

**PF-HAZ-3** The project involves removal/disposal of paint and thermoplastic striping (PTS) during Pavement rehabilitation. The yellow pigments for yellow thermoplastic is non-hazardous in this project. SSP 84-9.03 for non-hazardous paint will be provided in the PS&E phase of the project. Contractor will follow the SSP for the removal of the traffic striping/markings and other paints.

**PF-HAZ-4** During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the California Department of Transportation (Caltrans) Construction Manual and 14-11.02 of Caltrans Standard Specification (2024).

## 2.2.11 Hydrology and Water Quality

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| 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; | ☐ | ☐ | ☒ | ☐ |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☒ | ☐ |
| (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| (iv) impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☐ | ☒ |

### 2.2.11.1 CEQA Significance Determinations for Hydrology and Water Quality

This project is within the San Juan Hydrologic Unit (HU) of the San Diego Regional Water Quality Control Board located in south Orange County. The existing surface drainage/ storm drain system along the project limits discharges to San Juan Creek that ultimately discharges to the Pacific Ocean.

Water Quality Technical Memorandum (WQ Tech Memo) (October 2025) and the Location Hydraulic Study Form (May 2025) were reviewed to prepare this section.

**Discussion of Environmental Evaluation Questions**

**a) Less Than Significant Impact:**

Construction

Project proposes multi asset roadway improvements including Pavement Rehabilitation which includes cold planning and overlaying existing asphalt concrete on GP lanes and shoulders, Drainage rehabilitation to restore 168 feet of 3 existing pipe segments, adding curve warning signs, upgrading traffic safety devices from Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) and update ladder crosswalks on SR 74 from SR 74/I-5 separation (PM 0.0) to 1.0 mile east of San Juan Creek (PM11.5) in the city of San Juan Capistrano and unincorporated aera of Orange County.

Temporary impacts to water quality that can be anticipated during construction for the Build Alternative include soil disturbing activities such as excavation and trenching. These types of construction activities are anticipated for the construction of multi asset roadway improvements with the pavement rehab, installing warning signs, drainage rehabilitation and upgrading traffic safety devices (MGS). The project's estimated Disturbed Soil Area (DSA) is 0.09 acres

The project will also have to manage materials and wastes associated with a construction project such as oil and grease spills or leaks from heavy equipment or vehicle used for construction, trash from workers and construction waste, petroleum products from construction equipment and/or vehicles, sanitary wastes from portable toilets and any other chemicals used for construction such as coolants used for equipment and/or concrete curing compounds.

The Build Alternative will be required to comply with the State Water Resource Control Board (SWRCB) Caltrans NPDES Stormwater Permit and prepare and implement a Water Pollution Control Program (WPCP). The WPCP will identify temporary Best Management Practices (BMPs) to address the potential temporary impacts to water quality. The BMPs identified in the project's WPCP will include measures such as temporary soil stabilization measures, linear sediment barriers (i.e. silt fence, gravel bag berms, fiber rolls), and construction site waste management (i.e. concrete washout, construction materials storage, litter/ waste management).

Operation

This multi-asset management project aims to address a range of improvements, including roadway, TMS, traffic safety devices, and complete street elements. The project will include pavement rehab, drainage improvements such as Cure In Place Pipe (CIPP) and replacing existing culverts with Reinforced Concrete Pipe (RCP). TMS, traffic safety devices and installation of signs will not increase the impervious surface of the existing project.

Although the project does not increase impervious surface, the project will be evaluating and incorporating Design Pollution Prevention (source control)

BMPs to ensure that adequate measures are included to minimize pollutant sources such as erosion from the project improvements.

With the implementation of PF-WQ-1 and PF-WQ-3, the project will not substantially degrade water quality.

b) **Less Than Significant Impact:** It is anticipated that the Build alternative will not encounter groundwater during construction. The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

**c) Less Than Significant Impact:**

**(i) Less than Significant Impact:**

The project will not substantially alter the drainage pattern of the site or area nor will there be an alteration of a stream or river. Project will only repair or upgrade existing drainage systems in place within the project limits. Any erosion and siltation that can occur during construction will be from Disturbed Soil Areas (DSA) created by the project's excavation/grading. The potential erosion/siltation will be addressed by the installation and implementation of temporary Best Management Practices (BMPs) identified in the project's Water Pollution Control Program (WPCP) (PF-WQ-2 and PF-WQ-3).

**(ii) Less than Significant Impact:**

The project will not substantially alter the drainage pattern of the site or area nor will there be an alteration of the course of a stream or river. The project will not increase the impervious surface and will not substantially increase the rate or amount of runoff in a manner that would result in flooding on or off site.

**(iii) Less than Significant Impact:**

The proposed project will not exceed the capacity of the existing or planned storm water drainage systems. As indicated previously, the project may contribute additional sources of pollutants during construction. Potential temporary impacts to water quality that can be anticipated during construction include sediments from excavation operations, trash from workers and construction waste, petroleum products from construction equipment and/or vehicles, concrete waste, sanitary waste from portable toilets and any other chemicals used for construction such as coolants used for equipment and/or concrete curing compounds.

With the implementation of a SWPPP and selected temporary BMPs during construction as well as evaluating and implementing post construction BMP strategies (Design Pollution Prevention BMPs/ Source Control BMPs) the project will not create or contribute runoff water which would exceed the capacity of

existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

With the implementation of the PF-WQ-1 and PF-WQ-3, the project will not substantially degrade water quality.

**(iv) No Impact:** Based on the type of project; it will not impede or redirect flood flows.

**(d) No Impact:** Within the project limits, there are some segments of the roadway that are located within the mapped Zone A (special flood hazard areas subject to inundation by the 1% annual chance flood). Also, at PM 2.3 the roadway is located within the mapped Zone AE (floodway areas in Zone AE). However, the proposed work at these locations and throughout the project limits do not impact the floodplain, nor the floodway. Therefore, there is no risk of release of pollutants due to project inundation.

**e) No Impact:** The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project will comply with the WPCP for temporary impacts to water quality (PF-WQ-2) and the Caltrans Statewide NPDES Storm Water Permit (PF-WQ-1)

**Avoidance, Minimization, and/or Mitigation Measures**

None required; however, the following project features will be implemented as part of the project.

**PF-WQ-1** The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2022-0033-DWQ, NPDES No. CAS000003 and the and any subsequent permits in effect at the time of construction.

**PF-WQ-2** A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact on water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization,

scheduling, waste management, materials handling, and other non-storm water BMPs.

**PF-WQ-3** Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.

## 2.2.12 Land Use and Planning

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

### 2.2.12.1 CEQA Significance Determinations for Land Use and Planning

a) **No Impact:** Existing land uses include a mix of open space and residential uses within the portions of San Juan Capistrano and unincorporated area in Orange County include residential and commercial areas. The project limits are within the existing freeway and Caltrans ROW; and construction of the Build Alternative would not require any acquisitions of full, partial or TCE. The cities affected by the project must be contacted and notified regarding the proposed project. All traffic handling must be coordinated with the city of San Juan Capistrano and other public agencies prior to start of construction. Caltrans will continue to coordinate with stakeholders, such as the city of San Juan Capistrano, emergency responders, CHP, OCTA, and others (PF-TRA-1). The temporary use of such land for construction activities would not adversely affect community character, divide existing land uses or existing communities, or create barriers between existing communities. No mitigation is required.

In addition, detours are not anticipated on SR-74, as there will be no full closures on this route. However, detours on the I-5 due to ramp closures will be anticipated and will be provided as part of the PF-TRA-1. With the implementation of PF-TRA-1, construction activities would not adversely affect community character, divide existing land uses or existing communities, or create barriers between existing communities. No mitigation is required.

b) **No Impact:** The project is a pavement preservation project and does not conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect, nor will the project cause any significant environmental impact pertaining to any land use plan, policy or regulation. No mitigation is required.

**Avoidance, Minimization, and/or Mitigation Measures**

In addition to PF-TRA-1, no other measures are required.

### 2.2.13 Mineral Resources

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

#### 2.2.13.1 CEQA Significance Determinations for Mineral Resources

The Mineral Resources section is prepared based on the following references: State of California Department of Conservation State Mining and Geology Board Maps; the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder; and the City of San Juan Capistrano General Plans and Zoning Maps, County of Orange General Plan.

**a) and b) No Impact:** County of Orange General Plan[1] identified significant construction aggregate resources are available in undisclosed portions of San Juan Creek, Trabuco Canyon and Santa Ana River. No construction aggregate resources are within or immediately adjacent to the project limits. According to the California Department of Conservation Division of Oil, Gas, & Geothermal Resources Well Finder[2], oil and gas fields, and wells (active, idle, plugged, multi-purpose, and waterflood wells) are highly concentrated immediately adjacent and throughout the project limits. The City of San Juan Capistrano General Plan[3] includes discussion about the preservation of mineral resources such as water, soils, wildlife and minerals within the City. The proposed project does not involve any mining activities and is not located on a mineral resource recovery site. Therefore, the project would have no impact on the availability of known mineral resources of value to the region or state residents and to any locally important mineral resource recovery sites. No mitigation required.

**Avoidance, Minimization, and/or Mitigation Measures**

None Required

[1] County of Orange General Plan. 2015. https://ocds.ocpublicworks.com/service-areas/oc-development-services/planning-development/codes-and-regulations/general-plan (accessed November 13, 2024).

[2] California Department of Conservation Division of Oil, Gas, & Geothermal Resources Well Finder. Webpage: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.96141/33.69230/13 (accessed January 15, 2025).

[3] City of San Juan Capistrano General Plan. 1999. General-Plan---Conservation-and-Open-Space-Element-PDF (accessed January 15, 2025).

## 2.2.14 Noise

| Would the project result in: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels near the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

### 2.2.14.1 CEQA Significance Determinations for Noise

The potential for the Build Alternative to result in significant noise impacts is discussed below and is based on the Environmental Engineer PAED Review Memo (March 2025) and Noise Vibration Memo (August 2025).

a) **Less than Significant Impact:** The proposed project does not involve addition of lane; thus, according to FHWA 23 CFR 772, this project does not quality as a Type I project. The traffic noise study and abatement evaluation are not needed. A short-term construction-related noise impacts would occur during the construction of the build alternative. However, construction noise will be controlled by The Department' standard specifications section 14-8.02 (2024) as outlined in Project Feature PF-N-1; and therefore, temporary noise impacts are also considered less than significant.

b) **Less than Significant Impact:** see response above. Construction noise and vibration will be minimized complying with the PF-N-1 to PF-N-4.

c) **No Impact:** The project is not located within the vicinity of a private airstrip and airport land use plan. No public airport or airport land use plan is located within 2 miles from the proposed project. Therefore, implementation of the project would not expose people residing or working in the project area to excessive noise levels. No impact and no mitigation measures are required.

**Avoidance, Minimization and/or Mitigation**

Although no mitigation will be required for the project, the following project feature will be implemented as part of the project:

**PF-N-1** Contractor must comply with The Department' Standard Specification 14-8.02, "Noise Control" (2024) during construction. The specification

states following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

**PF-N-2** All internal combustion engines shall be equipped with the manufacturer recommended muffler. An internal combustion engine cannot be operated on the jobsite without the appropriate muffler.

**PF-N-3** When there is a possibility of human annoyance from construction activities, such as the operation of vibratory rollers, absent urgent and unexpected circumstances, conduct such activity only during weekday daytime hours when the ambient background noise and vibration is higher, and many residents are away from their homes at work.

**PF-N-4** Contractor must monitor and record vibration data continuously during the overlay of asphalt concrete and contractor will stop the work and implement vibration monitoring and mitigation plan immediately if there is excess of maximum peak particle velocity. Contractor shall comply with Standard Special Provisions (SSPs) for vibration, which will be provided in the PS&E phase of the project.

## 2.2.15 Population and Housing

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

### 2.2.15.1 CEQA Significance Determinations for Population and Housing

The potential for the Build Alternative to result in significant impacts related to population and housing is assessed in the following discussion.

a) **and b) No Impact:** The proposed project is not a capacity increasing project; rather it proposes pavement preservation on the existing freeway facility within Caltrans ROW; therefore, it will not increase the capacity of highway facilities. The project will not displace people or housing, induce population growth by proposing new homes or businesses, nor indirectly through roadway infrastructure or extensions. Therefore, there will be no impacts to populations and housing. No mitigation required.

**Avoidance, Minimization, and/or Mitigation Measures**

None Required

## 2.2.16 Public Services

| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| i. Fire protection? | ☐ | ☐ | ☒ | ☐ |
| ii. Police protection? | ☐ | ☐ | ☒ | ☐ |
| iii. Schools? | ☐ | ☐ | ☐ | ☒ |
| iv. Parks? | ☐ | ☐ | ☒ | ☐ |
| v. Other public facilities? | ☐ | ☐ | ☐ | ☒ |

### 2.2.16.1 CEQA Significance Determinations for Public Services

The potential for the Build Alternative to result in significant impacts related to Public Services is assessed in the following discussions.

**i.) Fire Protection—Less than significant impact:**

Orange County Fire Authority (OCFA) provides fire protection and emergency response services for the project study area. The proposed project will not permanently impact acceptable service ratios, response times or other performance objectives for fire protection. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. Thus, fire protection services may be temporarily impacted. However, with the implementation of PF-TRA-1 construction activity-related delays would be minimized by the effective application of traditional traffic handling practices. As part of the PF-TRA-1 TMP, Caltrans District 12 Orange County office would coordinate with emergency response providers to ensure the project does not interfere with emergency response times. Therefore, no mitigation is required.

**ii.) Police Protection—Less than significant impact:**

City of San Juan Capistrano Police Department and Orange County Sheriff Department provide police protection for the project study area. The proposed project will not permanently impact acceptable service ratios, response times or other performance objectives for police protection. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. Thus, police protection services

may be temporarily impacted. However, PF-TRA-1 will be implemented to minimize construction activity-related delays by the effective application of traditional traffic handling practices. As part of the TMP, Caltrans District 12 Orange County office would coordinate with emergency response providers to ensure the project does not interfere with emergency response times. Therefore, no mitigation is required.

**iii.) Schools—No Impact:**

There are no schools within the project limits. Therefore, no schools will be impacted. No mitigation is required.

**iv.) Parks—Less than Significant impact:**

The proposed project is adjacent to Ronald Casper Wilderness Park and other recreational facilities; however, the proposed project will not permanently impact these facilities. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. However, access to these recreational facilities will be maintained. Therefore, no mitigation is required.

**v.) Other Public Facilities—No impact:**

There are no other public facilities, including religious facilities or health care facilities within the project limits. Therefore, none of these facilities will be impacted. No mitigation is required.

**Avoidance, Minimization, and/or Mitigation Measures**

In addition to PF-TRA-1, no other measures are required.

## 2.2.17 Recreation

| | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

The Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409) prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

### 2.2.17.1 CEQA Significance Determinations for Recreation

The potential for the Build Alternative to result in significant impacts related to Recreation is assessed in the following discussions.

a) **No Impact:** The Build alternative will not require any full, partial or TCEs and the project is a pavement preservation project and will not be increasing the use of the existing neighborhood and regional parks or other recreational facilities. Therefore, there will be no impact.

b) **No Impact:** The Build alternative does not include the construction or expansion of recreational facilities.

**Avoidance, Minimization, and/or Mitigation Measures**

None Required

## 2.2.18 Transportation/Traffic

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

### 2.2.18.1 CEQA Significance Determinations for Transportation

The potential for the Build Alternative to result in significant impacts related to Transportation/Traffic is assessed in the following discussions.

**a) Less than Significant Impact:** The project complies with Goals 1.0 and 2.0 of the City of San Juan Capistrano's General Plan Circulation Element and Goals 1 and 3 and Goal 3 of the County of Orange General Plan to provide safe transportation facilities to the communities. Weekend closure and night work should be considered to avoid traffic delay; and final traffic management details and lane closure chart will be developed as part of the Transportation Management Plan (TMP; PF-TRA-1) during the design phase. Caltrans will continue to coordinate with stakeholders, such as the city of San Juan Capistrano, emergency responders, CHP, OCTA, and other agencies if necessary for all traffic handling and detours prior to start of construction. In addition, temporary staging is expected during the construction.

**b) No Impact:** The intent of the project is to improve operations of the facility. The improvements are not considered capacity increasing. The project will have no impact on Vehicle Miles Travelled (VMT). Therefore, no impact and no mitigation are required.

**c) No Impact:** The proposed project will not introduce any new or substantial hazards due to geometric design features or incompatible uses. All components of the project will meet Caltrans design standards. Therefore, no impact and no mitigation is required.

**d) Less than Significant Impact:** The project will not result in inadequate emergency access. TMP (PF-TRA-1) will be prepared and implemented so that traffic (e.g. emergency vehicles) will be able to pass through the project area during construction, at all times. In addition, all traffic handling and detours must be coordinated with the

city of San Juan Capistrano, the County unincorporated area, CHP, and emergency responders during construction.

**Avoidance, Minimization, and/or Mitigation Measures**

Although no mitigation will be required for the project, the following project feature will be implemented as part of the project:

**PF-TRA-1** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall be provided at all times to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

## 2.2.19 Tribal Cultural Resources

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

### 2.2.19.1 CEQA Significance Determinations for Tribal Cultural Resources

The potential for the Build Alternative to result in significant impacts related to tribal cultural resources was assessed as part of Native American consultation conducted during preparation of the Historic Property Survey Report (HPSR; October 2025).

**a) Less than Significant impact:** As previously discussed under the Cultural Resources Section, the APE was established from the proposed project footprint. It includes the Area of Direct Impacts (ADI), which was established within the existing ROW where construction would take place. Proposed activities within the ADI include rehabilitating pavement, rehabilitating drainage facilities, adding Curve Warning Signs (CWS), upgrading the existing MBGR to MGS, upgrading and restoring existing loop detectors, as well as corresponding conduit installations, upgrading ladder crosswalks, adding a 2-foot buffer between the existing General Purpose lane and the Class II bike lane, and adding Class II bike lane pavement markings. The ADI, which also functioned as the Archaeological Survey Area, was extended out to the edges of the Caltrans ROW in locations where archaeological sites intersected the ADI. The APE was expanded to conform to the Caltrans ROW and to encompass two built environment historic properties and seven archaeological historic properties. On July 1, 14, 29, and August 6, 2025, a records search at the South Central Coastal Information Center (SCCIC) was completed in Fullerton, California. The record search included a review of all available cultural resource surveys, excavation reports, and site records within 0.5-mile of the Project area. There are cultural resources or tribal cultural resources within the APE that are listed or eligible for listing in the California Register or in a local register that will be impacted by the project and tribal representatives were being contacted. Based on

reconnaissance and pedestrian survey of the project area within the Caltrans ROW, no resources associated with any of the cultural resources were identified. SR-74 has been subject to regular maintenance since its construction. As such the portions of any cultural resources within the Caltrans ROW are likely no longer extant. In an abundance of caution, due to the cultural sensitivity of the project location, project features and measure discussed in the Cultural Resources section will be implemented, and the project as proposed is unlikely to impact any cultural resources.

**b) Less than Significant Impact:** Coordination was conducted with The Native American Heritage Commission on June 27, 2025. The NAHC responded on July 14, 2025 and recommended that the Juaneño Band of Mission Indians and the Juaneño Band of Mission Indians – Acjachemen Nation (Belardes) be contacted for further information. In addition, the NAHC provided a list of Native American contacts who might have knowledge of cultural resources in the project APE. Using the NAHC list and contact list, outreach letters and maps of the APE by email and certified mail were sent to 25 tribal representatives on July 8, 2025, and another nine tribal representatives on July 18, 2025. An updated letter and email were sent to 16 tribal representatives on July 18, 2025, to provide the results of the SLF search. A total of 34 tribal representatives from 18 different tribes were contacted during consultation outreach.

The area of the project is within sacred sites and that they need to be present to monitor; with the implementation of all the project features and measured discussed in the Cultural Resources Section, all potential impacts will be reduced to the level of less than significant impact.

### Avoidance, Minimization, and/or Mitigation Measures

The project features and measure mentioned under previous Cultural Resources section will be implemented as part of the project.

## 2.2.20 Utilities and Service Systems

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

### 2.2.20.1 CEQA Significance Determinations for Utilities and Service Systems

The potential for the Build Alternative to result in significant impacts related to Utilities and Service Systems is assessed in the following discussions.

a) **No Impact:** The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. There is no impact and no mitigation required.

b) **No Impact:** The project would not demand any additional water supplies already available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The use of water for project during construction would be minimal and temporary and would be limited to water trucked to the site for dust control and other construction activities No mitigation is required.

c) **No Impact:** The project would not 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 mitigation is required.

d) **No Impact:** The project would not 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 mitigation is required.

e) **No Impact:** The project construction crew would be responsible for controlling and disposing of solid waste in accordance with federal, state and local statutes and regulations. No mitigation is required.

**Avoidance, Minimization, and/or Mitigation Measures**

None Required

### 2.2.21 Wildfire

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

#### 2.2.21.1 CEQA Significance Determinations for Wildfire

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

The project occurs in a highly flammable area due to large quantities of combustible vegetation, poor access to fire hazard areas, and lack of water supply for fire protection in fire hazard areas. Orange County Fire Authority for fire-fighting services are serving within the project limits. According to the California Department of Forestry and Fire Protection's (Cal Fire's) Orange County Fire Hazard Severity Zone Maps[1] , the proposed project is located in or near a state responsibility area (SRA) or land classified as moderate to very high fire hazard severity zone (VHFHSZ).

a) **No Impact:** Based on the Cal-Fire Fire Hazard Severity Zone Viewer, the proposed project is located within the very high Fire Hazard Severity Zones. Access through the project area will be maintained at all times during construction. Emergency response Plans or Emergency evacuation plans will not be impeded. Access through the project area will be maintained at all times during construction. Emergency response Plans or Emergency

[1] Fire Hazard Severity Zone Viewer. Cal Fire.
https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/

evacuation plans will not be impeded. Therefore, no impacts are anticipated, and no mitigation is required.

b) **No Impact:** Depending on what season the project goes into construction, there is an increased risk in the prevailing Santa Ana winds which create hot and dry conditions in the winter and have the potential to help exacerbate the risk for wildfire. Therefore, there is a potential that in the event of a wildfire, project occupants could be exposed to pollutant concentrations of wildfire and/or be exposed to the spread of wildfire. However, this area is mainly located within an urban and well-developed areas; and the project location lacks suitable habitat for most vegetation as the area is sparse in any vegetation that could increase chances of fire spreading and no impact and mitigation is required.

c) **No Impact:** The project is mainly a pavement preservation project and alignment does not include roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the proposed project would have no impact and no mitigation is required.

d) **No Impact:** The project is mainly a pavement preservation project and will not 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 impacts are anticipated, no mitigation is required.

**Avoidance, Minimization, and/or Mitigation Measures**

None Required

### 2.2.22 Mandatory Findings of Significance/Cumulative Impacts

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below 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? | ☐ | ☒ | ☐ | ☐ |
| 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)? | ☐ | ☐ | ☒ | ☐ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☐ | ☒ |

#### 2.2.22.1 CEQA Significance Determinations for Mandatory Findings of Significance/Cumulative Impacts

Under CEQA (Guidelines Section 15355), “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

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

contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

a) **Less Than Significant with Mitigation:** As discussed in Biological Resources section earlier, the potential impacts to the resources to wildlife and wildlife movement are temporary in nature and with implementation of all the applicable measures, the impacts to wildlife will be less than significant.

b) **Less Than Significant Impact:** Although the project may have impacts that are individually limited, these impacts will not be cumulatively considerable, and impacts will be less than significant. There are currently no capacity increasing or operational improvement projects currently in construction in this portion of SR-74. There are a few scattered maintenance projects near or around the project location and vicinity. However, these project work activities are for maintenance purposes minimal in scale, impact and duration of construction would be temporary and short in nature; thus having a less than significant impact relative to projects of the past, present in future in the project area.

c) **No Impact:** This project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Refer to the discussion in the other sections for additional information that supports this finding.

**Avoidance, Minimization, and/or Mitigation Measures**

Implementation of the measures and project features as stated in the previous sections would apply.

# Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. The process includes determining the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of Caltrans's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### Project Development Team Meetings

During the preparation of the environmental document for the proposed project, PDT meetings were held to discuss the proposed project design, factors to be considered during the environmental study process, key issues, and project schedule.

### Cultural Resources

Coordination was conducted with The Native American Heritage Commission on June 27, 2025. The NAHC responded on July 14, 2025 and recommended that the Juaneño Band of Mission Indians and the Juaneño Band of Mission Indians – Acjachemen Nation (Belardes) be contacted for further information. In addition, the NAHC provided a list of Native American contacts who might have knowledge of cultural resources in the project APE. Using the NAHC list and a contact list, outreach letters and maps of the APE by email and certified mail were sent to 25 tribal representatives on July 8, 2025, and another nine tribal representatives on July 18, 2025. An updated letter and email were sent to 16 tribal representatives on July 18, 2025, to provide the results of the SLF search. A total of 34 tribal representatives from 18 different tribes were contacted during consultation outreach.

### Biological Resources

The following agency coordination has been conducted:

- National Oceanic and Atmospheric Administration National Marine Fisheries Service – Long Beach (NOAA Fisheries): Official species list received September 8, 2025.
- United States Fish and Wildlife Service – Carlsbad (USFWS): Unofficial USFWS species list received August 13, 2025.

## Public Participation

The Draft IS will be made available to the public and circulated to regional and local agencies to provide opportunity for their comments. The document will be available at the following locations:

- Caltrans District 12 (Hours: Mon – Fri: 8 am – 5 pm)

  1750 E. Fourth Street, Suite 100, Santa Ana, CA 92705
- OC Library - San Juan Capistrano Branch (Hours: Mon - Thu: 10:00 am - 7:00 pm and Fri - Sat: 9:00 am - 5:00 pm) 31495 El Camino Real, San Juan Capistrano, CA 92675

Caltrans will also advertise the availability of this IS in the newspapers of local circulation and an opportunity for a public hearing. In addition, NOA will also be mailed out.

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# Chapter 4 – List of Preparers

These people were principally responsible for preparation of this Initial Study and supporting technical studies.

## Caltrans

Bade, Rabindra, Environmental Engineer. Ph.D. in Environmental Engineering, Kumoh National Institute of Technology, South Korea. 25 years of experience in research, design, consulting, academics in the field of Environmental Engineering and Civil Engineering. Contribution: Environmental Engineer for the preparation of technical studies of Air Quality, Hazardous Waste, Noise, Greenhouse Gas, and Energy Analysis.

Barker, Kristopher, Engineering Geologist. B.S. in Earth Sciences. University of Southern California. 25 years of experience. Contribution: Preparation of the Geotechnical Design Report and Geology and Soils section of the environmental document.

Bernal, Judy, Associate Environmental Planner (Archaeologist). B.A. in Archeology/Anthropology, California State University, Long Beach, CA. M.S. Geological Science, Ohio University, Ohio. 11 years of experience. Contribution: Preparation of the Cultural and Paleontological technical studies.

Caraig, Ricardo, Senior Transportation Engineer (Civil), B.S. in Civil Engineering, California State University, Fullerton. 33 years of experience. Contribution: Senior review Air Quality, Hazardous Waste, Noise, Energy, and Climate Change sections.

Corder, Christopher, Engineering Geologist; M.S. in Earth Sciences, University of California, San Diego (UCSD); B.S. Earth Sciences/Geology, UCSD; 9 years of experience; Contribution: Preliminary review of geotechnical risks for Geology and Soils section of the environmental document.

Cuevas, Arvin, Senior Transportation Engineer (Civil). B.S. in Civil Engineering, California State Polytechnic University, Pomona, California. 22 years of experience in civil engineering. Contribution: Senior review for Water Quality and NPDES.

Deshpande, Smita, Senior Environmental Planner, M.S. Regional Planning, Indiana University of Pennsylvania, Indiana. 34 years of experience. Contribution: Senior review of the environmental document.

Dinh, Phi, Senior Transportation Engineer. MSCE, University of California, Los Angeles. 26.5 years of experience in Caltrans Hydraulics, Design and Construction, 3.5 years in Environmental Engineering with Caltrans of Navy.

Contribution: Review of Hydrology and Floodplains Section of the Environmental document.

Flynn, Chris, Deputy District Director of Environmental Analysis, M.S. Environmental Science, San Jose State University. 33 years' experience. Contribution: Supervisory review of the environmental document.

Godett, Jared, Landscape Associate, Landscape Architect CA License #6096, B.S. Landscape Architecture California State Polytechnic University Pomona, CA, 20 years of experience. Contribution: Visual Impact Analysis.

Heydari, Bahar, Associate Environmental Planner. Bachelor of Science in Geography with Emphasis on Environmental Analysis. California State Polytechnic University Pomona. 18 years of experience. Contribution: Document Preparer.

Ketsela, Kedest, Associate Environmental Planner (Biologist). B.S. in Natural Science, California State University, Los Angeles, CA. 18 years of experience. Contribution: Natural Environment Study (MI) and Jurisdictional Delineation.

Lo, Carmen, Associate Environmental Planner. Bachelor of Environmental Analysis and Design. University of Irvine California. 18 years of experience. Contribution: Document and Section 4(f) De Minimis Preparers Analysis and document reviewer.

Phung, Alben, Senior Environmental Scientist. B.A. in Environmental Science & Policy, California State University, Long Beach; Masters of Urban and Regional Planning, Cal Polytechnic University Pomona. 7 years of experience in environmental planning. Contribution: Senior review of biological, cultural, and paleontological technical studies.

Salas, Hector, Associate Environmental Planner. B.A. Environmental Analysis and Design, University of California, Irvine. 26 years of experience. Contribution: Preparation and review of water technical study (Water Quality Analysis Report) and water quality section.

Saroa, Sunny, Associate Environmental Planner. B.S. in Environmental Sciences. University of California, Riverside. 8 years of experience in environmental studies and document preparation. Contribution: Document Editor.

Stosel, Victoria, Associate Environmental Planner (Archaeologist). B.A. in History, California State University Long Beach, CA. M.A. California State University Los Angeles, CA. 15 years of experience. Contribution: preparation of the Archaeological Survey Report and Historic Property Survey Report.

## Consultants

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Figueroa, Andromeda (Biologist – Consultant Equivalent). B.S. Environmental Studies, University of California, Santa Cruz. 3 years of experience. Contribution: Author of Natural Environment Study (Minimal Impacts), Jurisdictional Delineation Report, and California Environmental Quality Act (CEQA) Checklist.

Heredia, Amber (Principal Biologist – Consultant Equivalent)., B.S., Ecology and Evolution and Environmental Studies, University of California, Santa Barbara and M.S., Biology, University of California, Riverside. 28 years of experience. Contribution: Reviewer and editor of Natural Environment Study (Minimal Impacts).

Kent, Chrissy (Biologist – Consultant Equivalent). B.S. Environmental Biology, California State Polytechnic University, Pomona. 6 years of experience. Contribution: Author of Natural Environment Study (Minimal Impacts).

Krieg, Eric (Associate Biologist – Consultant Equivalent). B.S. Biology, Frostburg State University, Frostburg, Maryland and M.S. Illinois State University, Normal, Illinois. 28 years of experience. Contribution: Conducted fieldwork for the Natural Environment Study (Minimal Impacts).

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Roderick, Margaret (Principal Architectural Historian – Consultant Equivalent). B.A. Art History and Criticism, University of California, San Diego. M.A Art History, Florida State University. M.H.C. University of Southern California. 8 years of experience. Contribution: author and editor of the Historic Property Survey Report (HPSR), the Finding of No Adverse Effect with Non-Standard Conditions (FNAE-NSC), and the Historic Properties Monitoring Plan (HPMP).

Selna, Blake (Principal Biologist – Consultant Equivalent). B.S., Environmental and Resource Sciences, University of California, Davis. 26 years of experience. Contribution: Reviewer and editor of Natural Environment Study (Minimal Impacts), Jurisdictional Delineation Report, and California Environmental Quality Act (CEQA) Checklist.

Simone, Leo (Associate Biologist – Consultant Equivalent). Bachelor of Landscape Architecture, Minor in Water Science, California Polytechnic State University, San Luis Obispo and M.S., Resource Management, Central Washington University. 29 years of experience. Contribution: Conducted fieldwork for the Natural Environment Study (Minimal Impacts).

Van Oosten, Christina (Senior Biologist – Consultant Equivalent). B.S. Biology with Zoology emphasis, California State Polytechnic University, Pomona. 12 years of experience. Contribution: Conducted fieldwork for the Natural Environment Study (Minimal Impacts) and Jurisdictional Delineation.

Vargas, Benjamin, (Principal Investigator – Consultant Equivalent). B.A. in Anthropology, California State University, Fullerton, CA. M.A. in Anthropology, California State University, Long Beach, CA. 37 years of experience. Contribution: author and editor of the Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), Finding of No Adverse Effect with Non-Standard Conditions – NSC (FNAE-NSC), and ESA Action Plan and Post-Review Monitoring and Discovery Plan (PRMDP).

Villanueva, Ryan (Associate Biologist – Consultant Equivalent). B.S. Biology and B.A. Environmental Studies, University of California Santa Cruz. 20 years of experience. Contribution: Author of Natural Environment Study (Minimal Impacts), Jurisdictional Delineation Report, California Environmental Quality Act (CEQA) Checklist.

Woodard, Denise (Associate Biologist – Consultant Equivalent). B.S. Natural Resource Management, California State Polytechnic University, San Luis Obispo. 28 years of experience. Contribution: Author of Jurisdictional Delineation Report and conducted fieldwork for the Natural Environment Study (Minimal Impacts) and Jurisdictional Delineation.

# Chapter 5 – Distribution List

The Initial Study and the Notice of Availability (NOA) was distributed to local, and regional agencies and utility providers affected by the proposed project.

**FEDERAL AGENCIES**

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**California Department of Fish and Wildlife**
3883 Ruffin Road
San Diego, CA. 92123
Attn: Erika Cleugh

**Satna Ana Regional California Regional Water Quality Control Board**
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Attn: Jayne Joy

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**LOCAL/REGIONAL AGENCIES**
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# Appendix A – Preliminary Section 4(f) De Minimis Finding

## A.1 Introduction

This document discusses de minimis impact determinations for the proposed project under Section 4(F) of the Department of Transportation Act of 1966, as amended (49 United States Code [USC] 303). Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. The Federal Highway Administration's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17. This document also analyzes temporary occupancy of Section 4(f) resources. Temporary occupancy is given special consideration under Section 4(f); as described in Section 2.1, if specific conditions for use are met, Section 4(f) does not apply. One resource, as discussed in detail in Section 5.3, is considered a temporary occupancy by the Project. Responsibility for compliance with Section 4(f) has been assigned to the California Department of Transportation (Caltrans) pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action. The resources that have been determined to trigger the requirements for consideration of protection under Section 4(f) are discussed in Chapter 6.

## A.2 Section 4(f) Overview

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

Section 4(f) applies to "… publicly owned land of a public park, recreation areas or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance." Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such or when the federal, State, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes (Federal Highway Administration 2012).

Section 4(f) specifies that "The Secretary [of Transportation] may approve a transportation program or project ... requiring the use of publicly owned land of a

public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

(1) there is no prudent and feasible alternative to using that land; and

(2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

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

Resources protected under Section 4(f) include:

- Publicly owned public parks, recreational areas, or wildlife or waterfowl refuges
- Historic sites on or eligible for the National Register of Historic Places (NRHP) and archaeological sites on or eligible for the NRHP and which warrant preservation in place as determined by Caltrans and the official(s) with jurisdiction.

When a project is adjacent to or on a Section 4(f) property, potential impacts must be evaluated by type of use. Types of use under Section 4(f) are described below.

## A.3 Section 4(f) Use Definitions

Use of a property protected under Section 4(f) can be actual, constructive, or temporary:

1. Actual use f Section 4(f) lands includes permanent incorporation of such lands into a transportation facility. This may occur as a result of full or partial acquisition or a permanent easement.

2. Constructive use occurs when the project's proximity to a Section 4(f) resource results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

3. Temporary occupancy of a Section 4(f) resource is given special consideration, and Section 4(f) will not apply if all the following conditions are met:

- Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;

- There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;

- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and

- There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

## A.2 De Minimis Impact Determinations

As described above, if a project's use of a Section 4(f) property results in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a de minimis impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).

- For historical sites, de minimis impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have "no adverse effect" on the property in question. The SHPO and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a de minimis determination for properties where the project results in "no adverse effect."

- The officials with jurisdiction must concur in writing with a de minimis determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

## A.3 Description of the Proposed Project

## Purpose and Need

### Purpose

The primary purpose of this multi-assets project is to improve ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to the commuters.

### Need

This segment of SR-74, PM 0.0/11.5, has experienced inadequate roadway conditions and been operating with incomplete and disconnected transportation management systems.

This multi-asset management project is located along State Route 74 (SR-74) from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the county unincorporated area. The project proposes to address a range of improvement, including roadway, traffic safety devices, complete street elements, and drainage systems.

This Multi-Assets Management project is Federal/State funded through the 2024 SHOPP, under the Pavement Preservation Program (Program Code 201.121) and is expected to be delivered in the 2026/2027 Fiscal Year. The total escalated capital outlay construction cost is estimated to be $24,952,000 and the escalated support cost is estimated to be $9,980,000. The project programmed in the 2024 SHOPP - Multi-Assets Management, under Pavement Preservation Program Code 201.121. It has been determined that this project is eligible for Federal-aid funding.

There are one Build Alternative and one No Build Alternative for this project.

### Build Alternative

The Build Alternative satisfies the needs and purposes of the project and is recommended to be the programmable project alternative. The proposed improvements consist of the following elements:

### Roadway Improvements:

The primary purpose of the roadway improvements is to improve ride quality, achieve an efficient management of traffic movement, enhance a smooth traffic flow, reduce travel time, reduce recurrent maintenance activities, and provide safe transportation facilities to the commuters. Roadway improvements are proposed as follows:

- **Pavement Rehabilitation:**

  Pavement rehabilitation is the anchor asset proposed by D12 Maintenance Engineering. It is proposed to improve the existing pavement on SR-74, from SR-74/I-5 Separation (PM 0.0) to 1.0-mile east of San Juan Creek (PM 11.5), excluding the segments at PM 1.0/1.9 which are included in project 08692. The proposed pavement work includes cold planning and overlaying existing

asphalt concrete on general purpose (GP) lanes and shoulders. The proposed pavement is 0.2 feet of the Rubberized Hot Mix Asphalt-Type G (RHMA-G). In addition, several areas require dig out and full pavement replacement due to their condition.

Additional work to accommodate the proposed pavement rehabilitation includes upgrading and restoring existing loop detectors as well as corresponding conduit installation to pull boxes within the pavement improvement limits and upgrading existing pavement delineation in accordance with Standard Plans and specifications.

- **Drainage Rehabilitation:**

  Drainage Improvement is the satellite asset proposed by D12 Maintenance Engineering Branch. The proposal calls for a restoration of 168 feet of 3 existing pipe segments on SR-74, at various locations throughout the project limits, PM 0.0/11.5. The proposal includes performing cured-in-place pipeliner (CIPP) and flared end sections (FES). All work will be performed within state right-of-way.

**Traffic Safety Device Improvements:**
The primary purpose of upgrading traffic safety devices is to enhance safe transportation facilities to the commuters. The traffic safety device improvements are proposed as follows:

- **Curve Warning Signs (CWS):**

  Adding curve warning signs is a satellite asset proposed by D12 Traffic Operations. The proposal calls for adding of 24 curve warning signs on SR-74, at various locations, PM 5.41/8.18. All work will be performed within state right-of-way.

**Metal Guardrail System (MGS):**
Upgrading the existing MBGR is a satellite asset proposed by Traffic Operations. The original plan included upgrading four MBGRs near the bridge on SR-74 at PM 10.4. However, upgrading the two MBGRs on the east side of the bridge would have required relocating existing gates, which is a time-consuming effort that could not be completed within the project schedule. As a result, these two upgrades have been removed from the project scope and need to be deferred to a future project.
The current proposal includes upgrading the two remaining MBGRs to MGS on SR-74 at PM 10.4. All work will be conducted within the state right-of-way.

**Complete Street Improvement:**
The primary purpose of upgrading complete street elements is to enhance safe transportation facilities to the commuters including pedestrian and bike riders. Various complete street improvements are proposed as follows:

- **Upgrading Ladder Crosswalks:**

Upgrading ladder crosswalks is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for upgrading ladder crosswalks at 5 locations on SR-74 throughout the project limits, PM 0.0/11.5. All work will be performed within state right-of-way.

- **Adding 2-Foot Buffer:**

  Adding 2-foot buffer is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for adding 2-foot buffer between the existing GP lane and the class II bike lane, PM 1.9/2.8. All work will be performed within state right-of-way.

- **Adding Class II Bike Lane Pavement Markings:**

  Adding class II bike lane pavement markings is a satellite asset proposed by D12 Traffic Operations and System Planning. The proposal calls for adding class II bike lane markings in every 500 feet in both directions, PM 1.9/2.8. All work will be performed within state right-of-way.

**Design Standard and Deviations from Design Standard**

The proposed scope of work is to rehabilitate the existing pavement and drainage systems, upgrade traffic safety devices, and complete street elements. All work is within the State right of way. There will be no changes to the existing roadway geometry features, thus, the requirement for any exceptions to design standard is not anticipated.

**No Build Alternative**

No Build Alternative will maintain the existing conditions. This alternative does not satisfy the need and purpose of the project and is not recommended.

## A.4 Description of Section 4(f) Resources

### A.4.1 Existing Publicly Owned Recreation and Park Properties

Potential Section 4(f) resources that are within 0.25 mi of the proposed project are included below.

**Public Parks**

- The Reserve at Rancho Mission Viejo
- Arroyo Bird House Park
- Cook Del Campo Park
- Arroyo Park
- Rancho Mission Viejo Riding Park

- Horse Park
- Ronald W. Caspers Wilderness Park, including San Juan Group Campground and Ortega Flats Campground

**Public Trails**

- Oso Trail
- Arroyo Park Trail
- E-Flats Trail
- Mesa Loop Trail
- San Juan Creek Trail
- Juaneno Trail
- N.Bell Spur Hiking Trail
- Badger Pass

**Public Recreation Facilities**

- San Juan Capistrano Little League Baseball field
- Reata Park and Event Center

**Historical Sites**

Based on the Section 4(f) guideline, for historic sites, the land does not have to be publicly owned or open to the public for Section 4(f) to be triggered. In most cases, significance for historic sites under Section 4(f) means the site is listed in or eligible for listing in the National Register of Historic Places. If the historic site is not significant, then it is not protected by Section 4(f). The Area of Potential Effect (APE) was established from the proposed project footprint. It includes the Area of Direct Impacts (ADI), which was established within the existing ROW where construction would take place. Proposed activities within the ADI include rehabilitating pavement, rehabilitating drainage facilities, adding Curve Warning Signs (CWS), upgrading the existing MBGR to MGS, upgrading and restoring existing loop detectors, as well as corresponding conduit installations, upgrading ladder crosswalks, adding a 2-foot buffer between the existing General Purpose  lane and the Class II bike lane, and adding Class II bike lane pavement markings. The ADI, which also functioned as the Archaeological Survey Area, was extended out to the edges of the Caltrans ROW in locations where archaeological sites intersected the ADI. The APE was expanded to conform to the Caltrans ROW and to encompass two built environment historic properties and seven archaeological historic properties. On July 1, 14, 29, and August 6, 2025, a records search at the South Central Coastal Information Center

(SCCIC) was completed in Fullerton, California. The record search included a review of all available cultural resource surveys, excavation reports, and site records within 0.5-mi of the project area. The records search results indicated that three are historic built-environment properties. Of the three built-environment properties, two are listed on the NRHP and CRHR (Harrison House [P-30-160089] and Parra Adobe [P-30-160090]) and one was previously determined NRHP-ineligible. Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined a total of three properties within the APE that were previously determined eligible for inclusion in the NRHP, and those determinations remain valid and two of the historic built-environmental properties: Harrison House (P-30-160089) and Parra Adobe (P-30-160090) are considered as Section 4(f) resource.

### A.4.2 Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations on Existing Publicly Owned Recreation and Park Properties

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

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

There would be no use of land from the above public parks, trails and recreations facilities under Section 4(f) (permanent incorporation of land from the property into the transportation facility) and there are no TCEs or other temporary occupancies within the boundaries of all the above-mentioned properties under the Build Alternative. There are no permanent or temporary occupancy of land from these resources under the Build Alternative. Thus, the requirements for protection under Section 4(f) are not triggered for the properties.

In terms of proximity or constructive use impacts:

- no staging areas or vehicular access near these resources are proposed,
- no substantial short-term or long-term visual impacts will occur,
- no adverse effects to water quality from construction activities anticipated,
- project constructions activities would not produce substantial operational air quality impacts,
- no long-term substantial noise impacts are anticipated,

- and operation of the Build Alternative would not result in any direct or indirect vegetation impacts.

The properties listed above are Section 4(f) properties, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

### A.4.3 Resources Evaluated Relative to the Requirements of Section 4(f): Preliminary De Minimis Determination on the Historical Sites

The geoarchaeological analysis conducted for this project revealed that the ADI and APE are located on both Pleistocene and Holocene landforms. Pleistocene-aged landforms are usually considered to have low sensitivity for containing buried archaeological sites. However, in the project APE, several archaeological sites with subsurface components are located on elevated Pleistocene-aged terraces. The archaeological components at those sites date to the late Holocene, however, the sites were situated on landforms that are older in age. In addition, previous construction of SR-74, the associated overpasses and on- and off-ramps, roadways, residential and commercial properties, agricultural operations, and infrastructure in the vicinity has also heavily disturbed deposits in most of the APE and ADI. Infrastructure: ground disturbance would be minimal, associated with only the placement of signage, drainage improvements, conduit installation, and improvements to guardrail systems in areas that have been highly disturbed previously due to construction of SR-74 and associated infrastructure; therefore, the potential for the project to encounter or affect subsurface cultural materials during construction is considered extremely low. With the implementation of all the project features related to the cultural resources and measure CUL-1 will address the impacts to less than significant. A.4.4 Preliminary De Minimis Determinations

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA’s final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

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

For cultural resources, Section 4(f) of the 1966 U.S. Department of Transportation Act applies when there is USDOT funding or approvals and there is permanent or

temporary incorporation into a transportation facility of any portion of a historic site. This is termed a “use” of the historic site. For the purposes of Section 4(f), “historic site” is defined as a historic property on or eligible for the NRHP. Briefly, the overall purpose of Section 4(f) is preservation, where “special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” (49 USC 303(a))(23 USC 138(a)).

As previously mentioned, a total of three are historic built-environment properties; and of the three built-environment properties, two are listed on the NRHP and CRHR and one was previously determined NRHP-ineligible; and have been determined to trigger the requirements for protection under Section 4(f). The Section 106 process has determined a Finding of No Adverse Effect with all the following project features and measure CUL-1, are appropriate for this undertaking, and requests CSO’s approval of this finding. Therefore, a no adverse effect finding is pending from the SHPO and Caltrans intents to make a de minimis finding based on their written concurrence in the Section 106 determination.

## A.5 Avoidance, Minimization, and/or Mitigation Measures/Environmental Commitment Record (ECR) to Minimize Harm to the Section 4(f) Property

SR-74 is the other built environment resource and was previously determined not eligible for the NRHP (SHPO concurrence on September 3, 2008). As a result, Caltrans are working on an FOE no Adverse Effect with non-standard conditions considered as minimization measure (CUL-1) not mitigation measures based on the recommendations in the vibration study.

To minimize impacts to the Section 4(f) Use, the following project features (PF) and avoidance and minimization measures are included in the proposed project and in the Environmental Commitments Record:

- **PF-N-2:** All internal combustion engines shall be equipped with the manufacturer recommended muffler. An internal combustion engine cannot be operated on the jobsite without the appropriate muffler.

- **PF-N-3:** When there is a possibility of human annoyance from construction activities, such as the operation of vibratory rollers, absent urgent and unexpected circumstances, conduct such activity only during weekday daytime hours when the ambient background noise and vibration is higher, and many residents are away from their homes at work.

- **PF-N-4:** Contractor must monitor and record vibration data continuously during the overlay of asphalt concrete and contractor will stop the work and implement vibration monitoring and mitigation plan immediately if there is excess of maximum peak particle velocity. Contractor shall comply with Standard Special Provisions (SSPs) for vibration, which will be provided in the PS&E phase of the project.

- **PF-CUL-3:** The establishment of ESAs within and adjacent to historic properties shall protect elements of these properties in place for the duration of the Project. The ESAs will be marked on plans and delineated in the field by a Caltrans archaeologist. No excavation or subsurface ground disturbance will occur within the delineated ESA. In addition, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts. An EMA will be established surrounding the boundaries of historic properties that intersect the Project. The EMA represents the portions of the properties that intersect the Project ADI and will be subjected to construction-related archaeological and Native American monitoring. A Post Review Monitoring and Discovery Plan (PRMDP) is part of the ESA Action Plan and was prepared to describe the discovery methods and communication protocol that will be implemented for the EMA and all Project-related construction activities. All work within the EMA will be monitored by a PQS-equivalent consultant archaeologist (with oversight from Caltrans) and Native American monitors.

- **PF-CUL-7:** During construction, Caltrans shall install electronic sensors at the historical cultural sites in accordance with the CN&VWP. Caltrans is responsible for monitoring the electronic vibration sensors and ensuring that work does not exceed thresholds. Caltrans must coordinate with the Property Owner for access. If work exceeds thresholds, then Caltrans must notify the Contractor and the Contractor must stop work in accordance with the CN&VWP. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall conduct as-needed periodic in-person spot monitoring to confirm that no inadvertent damage has occurred. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall also conduct an in-person visual inspection after construction to document the properties for the Historic Properties Post-Monitoring Report (HPPMR).

- **PF-CUL-8:** If any inadvertent damage occurs to the Harrison House or Parra Adobe, all work shall stop immediately within 100 feet of the historic property. Work shall not resume until after the Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans has conducted a site visit to record the damage and prepare a plan for repairs, if any damage has occurred. All repairs must meet

the Secretary of the Interior's Standards for the Treatment of Historic Properties.

- **PF-CUL-9:** The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall prepare a HPPMR after construction is complete. The HPPMR shall be prepared to confirm the project's compliance with the conditions presented in the FNAE. Caltrans shall provide a log of the electronic vibration sensor data, which shall be included as an attachment to the HPPMR to confirm if thresholds were or were not exceeded.

- **CUL-1:** Preconstruction a Non-Standard Special Provision (nSSP) shall be developed by Caltrans to ensure that vibration monitoring shall be implemented and enforceable during project construction.

## A.6 Coordination

Caltrans will continue to coordinate with PDT regarding the preliminary de minimis finding made in this document, as well as during design phase with respect to the affected cultural sites. Prior to finalizing the de minimis impact finding made in this document, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the preliminary de minimis impact finding during a 30-day public review period.

Possible methods of public involvement include, but are not limited to, newspaper advertisements, notices posted on bulletin boards, and project website.

The HPSR and attachments were prepared and intended to be sent to CSO for concurrence in November 2025. Concurrence was received from CSO prior to approval of the final environmental document. The Division of Environmental Analysis, Cultural Studies Office submitted a Finding of No Adverse Effect to the State Historic Preservation Officer in November 2025 and indicated that "Caltrans, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property based on [SHPO's] concurrence on the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. SHPO concurred with the no adverse effect finding on date, month year. Therefore, Caltrans intends to make a de minimis finding for the historic property within the APE.

# Appendix B – Title VI Policy Statement

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CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

**California Department of Transportation**

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

September 2024

**TITLE VI/NON-DISCRIMINATION POLICY STATEMENT**

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

TONY TAVARES
Director

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

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# Appendix C – RTP-FTIP

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SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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Energy & Environment
Luis Plancarte
County of Imperial

Transportation
Tim Sandoval, Pomona

September 6, 2024

Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS-82
Office of Federal Programming and Data Management
P.O. Box 942873
Sacramento, CA 94273-0001

SUBJECT: ADMINISTRATIVE MODIFICATION #23-35 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

ATTN: Vaik Renga, PE, SE

Dear Mr. Le:

The Southern California Association of Governments (SCAG) is transmitting Administrative Modification #23-35 for projects in the counties of Los Angeles, Orange, Riverside and San Bernardino. Included in this administrative modification package are narratives describing the projects being amended and project listing reports. The projects meet the administrative modification criteria provided by the funding agencies in their letter dated December 18, 2019.

SCAG certifies that the projects in this administrative modification are not included in any other amendment that is currently open for public review. This administrative modification includes $16,956 million in programming capacity.

The projects included in this administrative modification have demonstrated they satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii). Therefore, SCAG through its function as the designated Metropolitan Planning Organization (MPO) has found the attached projects conform to the applicable State Implementation Plan and are consistent with the 2024 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The update of these projects does not impact the conformity analysis of the financial constraints of the FY 2023 FTIP.

If you have any questions, please contact Pablo Gutierrez of my staff at (213) 236-1929 or via e-mail at gutierre@scag.ca.gov

Sincerely,



ANNIE NAM
Deputy Director, Transportation Planning and Programming

Enclosures

AN:pg

cc: Mr. Ray Tellis, FTA
Ms. Charlene Lorenzo, FTA
Ms. Elissa Konove, FHWA
Mr. Michael Morris, FHWA
Mr. Mervin Acebo, FTA
Ms. Karina O'Conner, EPA Region 9
Caltrans District 7, 8, 11, and 12
Mr. David Aguirre, Imperial County Transportation Commission
Mr. Mark Yamarone, Los Angeles County Metropolitan Transportation Authority
Ms. Adriann Cardoso, Orange County Transportation Authority
Ms. Jillian Guizado, Riverside County Transportation Commission
Ms. Andrea Zuerick, San Bernardino County Transportation Authority
Mr. Peter DeHaan, Ventura County Transportation Commission

# 2023 Federal Transportation Improvement Program

# Administrative Modification #23-35

ORANGE COUNTY

**2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**
**Orange County Transportation Authority**
**Administrative Modification #23-35**
**September 2024**
*(in $000's)*

**STATE HWY**

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | PROGRAMMING DETAILS | CHANGE REASON |
|---|---|---|---|---|
| Caltrans | ORA001102 | Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing,Shoulder imp, traffic control devices,ops assistance Intersection signalization projects Pavement marking, Lighting improvements | **COST INCREASE:**<br><br>SHOPPAC<br>+ Increase funds in FY 25/26 in CON from $17,454 to $17,564<br><br>*Total project cost increased from $216,419 to $216,529 (.1%, +$110)* | COST INCREASE<br><br>Update costs through Jan 2024 CTC action.<br><br>Eligible for Administrative Modification per criteria:<br>iii. Revise the funding amount listed for a project or a project phase: b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation. |
| Caltrans | ORA001103 | Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes) | **COST INCREASE:**<br><br>SHOPPAC<br>- Decrease funds in FY 23/24 in CON from $300,118 to $275,349<br>+ Increase funds in FY 25/26 in CON from $93,442 to $93,834<br>+ Increase funds in FY 24/25 in CON from $135,935 to $161,196<br><br>*Total project cost increased from $743,204 to $744,088 (.1%, +$884)* | COST INCREASE<br><br>Update project costs through project funding FY change and CTC action.<br><br>Eligible for Administrative Modification per criteria:<br>iii. Revise the funding amount listed for a project or a project phase: b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation. |
| Caltrans | ORA082603 | Grouped Projects for Emergency Repair - SHOPP Emergency Response Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period | **COST INCREASE:**<br><br>SHOPPAC<br>+ Increase funds in FY 25/26 in CON from $40,953 to $42,004<br><br>*Total project cost increased from $53,127 to $54,178 (2%, +$1051)* | COST INCREASE<br><br>Update costs through May 2024 CTC action.<br><br>Eligible for Administrative Modification per criteria:<br>iii. Revise the funding amount listed for a project or a project phase: b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation. |

**2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**
**Orange County Transportation Authority**
**Administrative Modification #23-35**
**September 2024**
*(in $000's)*

| TRANSIT | | | | |
|---|---|---|---|---|
| **LEAD AGENCY** | **PROJECT ID** | **PROJECT DESCRIPTION** | **PROGRAMMING DETAILS** | **CHANGE REASON** |
| Orange County Transportation Authority (OCTA) | ORA190301 | Purchase 40-foot alternative fuel replacement vehicles (165). Transit Development Credits Used $769,000 in FFY24/25. | **RE-PROGRAMMED:**<br><br>CMAQ<br>► Delete funds in FY 22/23 in CON for $6,700<br>5307-TR<br>► Add funds in FY 24/25 in CON for $6,700<br><br>*Total project cost stays the same $110,550* | RE PROGRAMMED<br><br>Eligible for Administrative Modification per criteria: viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450 |
| Orange County Transportation Authority (OCTA) | ORA230508 | PURCHASE 40-FOOT ALTERNATIVE FUEL REPLACEMENT VEHICLES (36) - Transit Development Credits Used $2,766,000 in FFY24/25. | **RE-PROGRAMMED:**<br><br>5307-TR<br>► Delete funds in FY 23/24 in CON for $24,120<br>► Add funds in FY 24/25 in CON for $24,120<br><br>*Total project cost stays the same $24,120* | RE PROGRAMMED<br><br>Eligible for Administrative Modification per criteria: viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450 |

FOUND 5 PROJECTS

**2023 Federal Transportation Improvement Program**
**Administrative Modification #23-35**
**Orange County**
**Project Listing**
**(in $000`s)**

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| ORA001102 | Caltrans | Orange | EXEMPT - 93.126 | SCAB | $216,529 | REG0701 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| SHP02 - ROADSIDE REHABILITATION | Post Miles: Begin 0.10 End 0.10 | | 23-35 |

| SCAG_APPROVED | STATE_APPROVED | FEDERAL_APPROVED |
|---|---|---|
| | N/A | N/A |

DESCRIPTION

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing,Shoulder imp, traffic control devices,ops assistance Intersection signalization projects Pavement marking, Lighting improvements

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | SHOPPAC - SHOPP - Collision Reduction (AC) | $0 | $35,304 | $147,926 | $15,735 | $17,564 | $0 | $0 | $0 | $216,529 |
| TOTAL | TOTAL | $0 | $35,304 | $147,926 | $15,735 | $17,564 | $0 | $0 | $0 | $216,529 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| ORA001103 | Caltrans | Orange | EXEMPT - 93.126 | SCAB | $744,088 | REG0701 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| SHP03 - ROADWAY REHABILITATION | | | 23-35 |

| SCAG_APPROVED | STATE_APPROVED | FEDERAL_APPROVED |
|---|---|---|
| | N/A | N/A |

DESCRIPTION

Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | SHOPPAC - SHOPP - Roadway Preservation | $0 | $213,709 | $275,349 | $161,196 | $93,834 | $0 | $0 | $0 | $744,088 |
| TOTAL | TOTAL | $0 | $213,709 | $275,349 | $161,196 | $93,834 | $0 | $0 | $0 | $744,088 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| ORA082603 | Caltrans | Orange | EXEMPT - 93.126 | SCAB | $54,178 | REG0701 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| SHP03 - ROADWAY REHABILITATION | | | 23-35 |

| SCAG_APPROVED | STATE_APPROVED | FEDERAL_APPROVED |
|---|---|---|
| | N/A | N/A |

DESCRIPTION

Grouped Projects for Emergency Repair - SHOPP Emergency Response Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | SHOPPAC - SHOPP - Emergency Response | $0 | $12,174 | $0 | $0 | $42,004 | $0 | $0 | $0 | $54,178 |
| TOTAL | TOTAL | $0 | $12,174 | $0 | $0 | $42,004 | $0 | $0 | $0 | $54,178 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| ORA190301 | Orange County Transportation Authority (OCTA) | Orange | EXEMPT - 93.126 | SCAB | $110,550 | 2L206 | Transit |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| BUR05 - BUSES-REHABILITATION/IMPROVEMENTS-ALTERNATIVE FUEL | | | 23-35 |

| SCAG_APPROVED | STATE_APPROVED | FEDERAL_APPROVED |
|---|---|---|
| | N/A | N/A |

DESCRIPTION

Purchase 40-foot alternative fuel replacement vehicles (165). Transit Development Credits Used $769,000 in FFY24/25.

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | 5307 - (FHWA Transfer Funds) | $103,850 | $0 | $0 | $6,700 | $0 | $0 | $0 | $0 | $110,550 |
| TOTAL | TOTAL | $103,850 | $0 | $0 | $6,700 | $0 | $0 | $0 | $0 | $110,550 |

**2023 Federal Transportation Improvement Program**
**Administrative Modification #23-35**
**Orange County**
**Project Listing**
**(in $000`s)**

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| ORA230508 | Orange County Transportation Authority (OCTA) | Orange | EXEMPT - 93.126 | SCAB | $24,120 | 2L206 | Transit |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| BUR05 - BUSES-REHABILITATION/IMPROVEMENTS-ALTERNATIVE FUEL | | | 23-35 |

| SCAG APPROVED | STATE APPROVED | FEDERAL APPROVED |
|---|---|---|
| | N/A | N/A |

DESCRIPTION

PURCHASE 40-FOOT ALTERNATIVE FUEL REPLACEMENT VEHICLES (36) - Transit Development Credits Used $2,766,000 in FFY24/25.

| PHASE | FUND SOURCE | PRIOR | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | 5307 - (FHWA Transfer Funds) | $0 | $0 | $0 | $24,120 | $0 | $0 | $0 | $0 | $24,120 |
| TOTAL | TOTAL | $0 | $0 | $0 | $24,120 | $0 | $0 | $0 | $0 | $24,120 |

# ORANGE COUNTY
# GROUPED PROJECT LISTINGS

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing,Shoulder imp, traffic control devices,ops assistance Intersection signalization projects Pavement marking, Lighting improvements

COLLISION REDUCTION

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA001102 | On Route 1, in Laguna Beach, at the intersection of Cress St. Modify signals, add safety lighting, add protected left-turn signal, modify ped crosswalks & upgrade curb ramps to Americans with Disabilities Act (ADA) standards. | E | $ 760 | | | | $ 760 |
| | EA 0R170 - New Safety project, January 2020 CTC approval | R | $ 325 | | | | $ 325 |
| | Adopted in May 2020 SHOPP. Update PE costs from Mar 2021 CTC action. | C | $ 1,168 | | | | $ 1,168 |
| ORA001102 | In Dana Point, from Route 5 (PM R0.129) to north of Doheny Park Road. Improve worker safety by installing Maintenance Vehicle Pullouts (MVPs). | E | $ 1,150 | | | | $ 1,150 |
| | EA 0Q990 | R | | | | | |
| | | C | $ 6,850 | | | | $ 6,850 |
| ORA001102 | On route 5, in and near the cities of Santa Ana and Orange, from south of Route 22 to north of The City Drive/State College Boulevard (PM 33.7/35.4). Upgrade signs and pavement delineation, lengthen lane reduction to improve merging, and install traffic count station. | E | $ 989 | | | | $ 989 |
| | EA 0R750 | R | | | | | |
| | New project amendment through August 2020 CTC action. Update costs through PCR action at December 2021 CTC. | C | $ 3,654 | | | | $ 3,654 |
| ORA001102 | On route 74, in the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Orange/Riverside County line (PM 11.5/16.6). Mitigation plant establishment and monitoring for EA 0P030. Split from 0P030 for mitigation work. | E | | $ 119 | | | $ 119 |
| | EA 0P031 | R | | | | | |
| | New project amendment through August 2020 CTC action. Update costs through March 2023 CTC action. | C | | $ 1,400 | | | $ 1,400 |
| ORA001102 | In Orange County in Brea and Fullerton, on Route 90, at the signalized intersection with Route 57 southbound on / off-ramp(s) and at Kraemer Blvd (PM R5.3/6.6). This project will modify signal, install lights, refresh pavement delineation, traffic data station, and sidewalk. | E | $ 942 | | | | $ 942 |
| | EA 0R920 | R | $ 10 | | | | $ 10 |
| | New project amendment through October 2020 CTC action. | C | $ 1,812 | | | | $ 1,812 |
| ORA001102 | In Orange County in Orange and Santa Ana, on Westbound Route 22, from 0.1 mile west of Santiago Creek Bridge and 0.2 mile east of Cambridge Street Overcrossing (PM R11.6/R12.5). Widen WB SR 22 to accommodate an auxiliary lane and extend the No. 4 drop lane for 0.2 mile beyond Glassell Street off-ramp. | E | | $ 3,231 | | | $ 3,231 |
| | EA 0S190 | R | | | | | $ - |
| | New project amendment through October 2020 CTC action. | C | | $ 9,138 | | | $ 9,138 |
| ORA001102 | In Orange county, in Anaheim, on State Route 39 (SR 39) (Beach Boulevard) at the Orange Avenue signalized intersection (PM 12.2). The project proposes to modify existing traffic signals and remove and replace all pedestrian lighting over all crosswalk approach and departures. | E | $ 700 | | | | $ 700 |
| | EA 0R740 | R | $ 50 | | | | $ 50 |
| | New project amendment through October 2020 CTC action. Update PE costs thru Oct 2021 CTC action. | C | $ 1,203 | | | | $ 1,203 |
| ORA001102 | In Orange County in San Clemente and Dana Point on Interstate 5 (I-5) from south of Camino De Estrella post-mile 5.3 to north of Route 1, postmile 7.3. The project proposes to install safety lighting in the median, upgrade existing concrete median barrier. | E | $ 1,383 | | | | $ 1,383 |
| | EA 0S170 | R | $ 4 | | | | $ 4 |
| | New project amendment through October 2020 CTC action. Location and cost increase PCR amendment through June 2021 CTC action. Update PE costs thru Dec 2021 CTC action. | C | $ 6,540 | | | | $ 6,540 |
| ORA001102 | On Route 22, in Garden Grove, WB Rte 22 on-ramp from Brookhurst. Place High Friction Surface Treatment, barrier and upgrade curb ramps. | E | $ 748 | | | | $ 748 |
| | EA 0R290 - New Safety project, March 2020 CTC approval | R | | | | | $ - |
| | Adopted in May 2020 SHOPP. Update PE costs thru Mar 2021 CTC action. | C | $ 1,252 | | | | $ 1,252 |

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing,Shoulder imp, traffic control devices,ops assistance Intersection signalization projects Pavement marking, Lighting improvements

COLLISION REDUCTION

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA001102 | On Route 57 in the cities of Orange, Anaheim, Placentia, Fullerton, and Brea along State Route (SR) 57 from Chapman Avenue UC to Orange County Line/Los Angeles County Line. Replace pavement delineation, safety lighting, delineate median barrier and add pavement route shields. | E | | $ 2,980 | | | $ 2,980 |
| | EA 0S330 - New Safety project, May 2020 CTC action. | R | | $ 70 | | | $ 70 |
| | New amendment in May 2020 SHOPP | C | | $ 11,948 | | | $ 11,948 |
| ORA001102 | In Orange County, in La Palma and Buena Park, on westbound State Route 91 (SR-91) between Valley View Street (PM R0.8) and Knott Ave (PM R1.8). Construct overhead cantilever sign structures with high reflective sign panels, replace existing warning sign panels with high reflective sign panels and replace existing MBGR with MGS. Install Census Station in both directions of SR-91. | E | $ 840 | | | | $ 840 |
| | EA 0R730 | R | | | | | $ - |
| | New project amendment through October 2020 CTC action. | C | $ 1,870 | | | | $ 1,870 |
| ORA001102 | In and near Huntington Beach, and Seal Beach, on Route 1 (PCH), from Santa Ana River Bridge to Anderson Street; also at the intersection with Seal Beach Boulevard (PM 32.7). Construct and upgrade bicycle facilities, and upgrade a traffic signal pole to improve safety. | E | | $ 3,130 | | | $ 3,130 |
| | EA 0S140 | R | | $ 1,398 | | | $ 1,398 |
| | New project amendment through January 2021 CTC action. Update description and costs through May 2022 CTC action PCR. Update costs through May 2023 CTC action. | C | | $ 13,788 | | | $ 13,788 |
| ORA001102 | In Orange and Los Angeles Counties in cities of Los Alamitos and Long Beach, on Route 605 from 0.2 mile North of Route 605/405 Separation to 0.2 mile North of Katella Ave UC. Install safety lighting and associated improvements along route. | E | | $ 2,392 | | | $ 2,392 |
| | EA 0R680 | R | | $ 4 | | | $ 4 |
| | New project amendment through January 2021 CTC action. | C | | $ 10,302 | | | $ 10,302 |
| ORA001102 | On SR-55, in and near the cities of Costa Mesa, Santa Ana, Tustin, Orange, and Anaheim, from Route 405 to Route 91. Install safety lighting and striping. | E | | $ 3,800 | | | $ 3,800 |
| | EA 0R670 | R | | $ - | | | $ - |
| | New project amendment through May 2021 CTC action. Update costs thru June 2023 CTC action. | C | | $ 23,062 | | | $ 23,062 |
| ORA001102 | On SR-22, in the cities of Garden Grove, Westminster, and Orange, from Bolsa Chica Road to Lewis Street. Install safety lighting and upgrade median barrier, drainage systems, and signs. | E | | $ 5,392 | | | $ 5,392 |
| | EA 0S110 | R | | $ 12 | | | $ 12 |
| | New project amendment through August 2021 CTC action. Update costs thru June 2023 CTC action. | C | | $ 35,444 | | | $ 35,444 |
| ORA001102 | On Route 5, in San Juan Capistrano, from Route 74 to south of Junipero Serra Road. Add a second auxiliary lane, Changeable Message Sign (CMS), and overhead sign structures. | E | | $ 2,119 | | | $ 2,119 |
| | EA 0S280 | R | | $ - | | | $ - |
| | New project amendment through October 2021 CTC action. Update PE costs thru May 2022 CTC action. Increase Con phase costs through CTC action in Jan 2023. | C | | $ 9,029 | | | $ 9,029 |
| ORA001102 | On Route 5, in and near the cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, and Fullerton, from 0.3 mile south of Culver Drive to Route 91 (PM 42.2R/L). Reduce wrong-way driving by replacing signs, refreshing pavement delineation, constructing raised islands, and installing safety lighting. | E | | $ 1,210 | | | $ 1,210 |
| | EA 0S310 | R | | $ - | | | $ - |
| | New project amendment through October 2021 CTC action. Update PE costs thru May 2022 CTC action. Update costs thru June 2023 CTC action. | C | | $ 3,576 | | | $ 3,576 |
| ORA001102 | On Route 5, in Fullerton, at the northbound offramp to Magnolia Avenue. Install High Friction Surface Treatment (HFST). | E | $ 436 | | | | $ 436 |
| | EA 0S390 | R | $ - | | | | $ - |
| | New project amendment through December 2021 CTC action. Project schedule advanced to FY 22/23 from FY 23/24. | C | $ 768 | | | | $ 768 |

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing,Shoulder imp, traffic control devices,ops assistance Intersection signalization projects Pavement marking, Lighting improvements

COLLISION REDUCTION

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA001102 | On Route 5, In Anaheim, Fullerton, and Buena Park, from Orangewood Avenue to south of Artesia Boulevard. Refresh and add new pavement delineation and install pavement markers at exit ramps to prevent wrong-way driving. | E | | $ 1,070 | | | $ 1,070 |
| | EA 0S690 | R | | | | | $ - |
| | New project amendment through June 2022 CTC action. Update costs thru June 2023 CTC action. | C | | $ 3,312 | | | $ 3,312 |
| ORA001102 | On Route 57, In the city of Orange, southbound near Chapman Avenue offramp. Regrade slope, replace guardrail, pavement delineation and signing. | E | $ 600 | | | | $ 600 |
| | EA 0T590 | R | | | | | $ - |
| | New Minor A project annual allocation at June 2022 CTC. | C | $ 1,250 | | | | $ 1,250 |
| ORA001102 | In Anaheim, at the Route 57 southbound connector to westbound Route 91. Extend the existing lane drop. | E | | | $ 1,820 | | $ 1,820 |
| | EA 0S530 | R | | | $ 4 | | $ 4 |
| | New project amendment through August 2022 CTC action. Update costs thru June 2024 CTC action. | C | | | $ 5,996 | | $ 5,996 |
| ORA001102 | On Route 22, in Garden Grove, at the westbound on-ramp from Garden Grove Blvd. Install High Friction Surface Treatment (HFST). | E | | | $ 595 | | $ 595 |
| | EA 0S700 | R | | | $ 4 | | $ 4 |
| | New project amendment through Oct 2022 CTC action. | C | | | $ 931 | | $ 931 |
| ORA001102 | On Route 39, in Garden Grove and Stanton, from SR-22 to intersection of Garden Grove Blvd. Upgrade traffic signal, add safety lighting and modify crosswalk. | E | | | | $ 1,041 | $ 1,041 |
| | EA 0T160 | R | | | | $ 6 | $ 6 |
| | New project amendment through Oct 2022 CTC action. Update costs from Jan 2024 CTC action. | C | | | | $ 2,034 | $ 2,034 |
| ORA001102 | On Route 5, In Anaheim, at Anaheim Boulevard and Anaheim Way. Upgrade signal and lighting, reconfigure right-turn movement onto the northbound Route 5 onramp, and upgrade faclities to ADA standards. | E | | | $ 789 | | $ 789 |
| | EA 0S840 | R | | | $ 73 | | $ 73 |
| | New project amendment through May 2023 CTC action. Update costs thru June 2024 CTC action. | C | | | $ 1,580 | | $ 1,580 |
| ORA001102 | On Route 22, In Garden Grove, from Valley View Street to Springdale Street. Construct auxiliary lane and modify exit ramp. | E | | | | $ 2,520 | $ 2,520 |
| | EA 0T020 | R | | | | $ 308 | $ 308 |
| | New project amendment through Aug 2023 CTC action. | C | | | | $ 9,096 | $ 9,096 |
| ORA001102 | On Route 22, in the city of Orange, at the westbound onramp from La Veta Avenue. Apply High Friction Surface Treatment (HFST). | E | | | | $ 1,027 | $ 1,027 |
| | EA 0S520 | R | | | | | $ - |
| | New project amendment through October 2023 CTC action. | C | | | | $ 1,532 | $ 1,532 |
| ORA001102 | On Route 73, in Newport Beach and Irvine, between Bonita Canyon Drive and McArthur Boulevard Overcrossing. Upgrade non-standard safety devices to Manual for Assessing Safety Hardware (MASH) standards using concrete guardrail. | E | | | $ 1,047 | | $ 1,047 |
| | EA 0U910 | R | | | | | $ - |
| | New Minor A project annual allocation at June 2024 CTC. | C | | | $ 1,250 | | $ 1,250 |
| ORA001102 | On Route 5, in San Juan Capistrano, northbound offramp at Camino Las Ramblas. Modify existing signal to add protected left-turn phase and update curve warning signs. | E | | | $ 396 | | $ 396 |
| | EA 0U920 | R | | | | | $ - |
| | New Minor A project annual allocation at June 2024 CTC. | C | | | $ 1,250 | | $ 1,250 |
| | Total SHOPP funds | | $35,304 | $147,926 | $15,735 | $17,564 | $216,529 |

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
ORANGE COUNTY
GROUP LISTINGS
(in $000's)

Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

ROADWAY PRESERVATION PROJECTS

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA001103 | In Orange County on NB and SB SR-1 from Warner Avenue in the City of Huntington Beach to LA/ORA County Line. Proposes to resurface 27 lane miles of pavement. 0P680 & 0P590 combined into 0P68U for construction. PCR approved for concurrent delivery. | E | $ - | | | | $ - |
| | EA 0P5900 | R | $ - | | | | $ - |
| | May 2019 CTC, approved RW Support COS request at a higher amount of $1,482,000. Project Change request to increase R/W Cap to $503,000 and CON Cap to $11,804,000 approved at June 2019 CTC meeting. Allocation extension to Aug 2022 at June 2021 CTC action. Funded in FY 21/22 through May CTC action. | C | $ - | | | | $ - |
| ORA001103 | On route 405, in and near Irvine and Costa Mesa, from Route 5 to Harbor Boulevard. Rehabilitate pavement, replace bridge approach and departure slabs, upgrade bridge railings, improve highway worker safety, upgrade safety devices, and upgrade Transportation Management System (TMS) elements. This is a Design-Build project. | E | $ 22,100 | | | | $ 22,100 |
| | EA 0Q970 | R | $ 1,709 | | | | $ 1,709 |
| | New 2020 SHOPP adopted project at May 2020 CTC. Update costs through PCR action at December 2021 CTC. $180,900 Construction phase costs updated to satisfy G13 constraint. R/W and CON phase cost update per Funds request amount for Aug | C | $189,900 | | | | $189,900 |
| ORA001103 | On Route 405, in Huntington Beach, Westminster, Garden Grove, and Seal Beach, from south of McFadden Avenue to the Los Angeles county line. Rehabilitate pavement. G13 contingency. | E | | $ 8,162 | | | $ 8,162 |
| | EA 0R570 | R | | $ 21 | | | $ 21 |
| | New 2020 SHOPP adopted project at May 2020 CTC. $55,817 Construction to be programmed at future date. Program G13 CON phase through PCR. | C | | $ 55,817 | | | $ 55,817 |
| ORA001103 | In and near Buena Park, Fullerton, and Anaheim, from the Los Angeles county line to the Riverside county line (PM R18.905). Rehabilitate pavement, | E | | | | | $ - |
| | EA 0R310 | R | | | | | $ - |
| | Project deleted. Original project split 5 ways to 0R311, 0R312, 0R313, 0R314 & 0R315. (0R314 & 0R315 under group ORA001105) | C | | | | | $ - |
| ORA001103 | On route 91, in La Palma, Buena Park, Anaheim, and Fullerton, from the Los Angeles County line to Acacia Street. PM (R0.0/4.8) Rehabilitate pavement. G13 contingency. | E | | $ 5,710 | | | $ 5,710 |
| | EA 0R311 | R | | $ 804 | | | $ 804 |
| | New 2020 SHOPP adopted project at May 2020 CTC. $43,680 Construction to be programmed at future date. Update costs through PCR action at December 2021 CTC. Program CON phase thru PCR Mar 2024. | C | | $ 43,680 | | | $ 43,680 |
| ORA001103 | On route 91, in Anaheim and Placentia, from Acacia Street to La Palma Avenue. PM (4.8/6.4) Rehabilitate pavement. G13 contingency. | E | | | $ 2,485 | | $ 2,485 |
| | EA 0R312 | R | | | $ 20 | | $ 20 |
| | New 2020 SHOPP adopted project at May 2020 CTC. $22,264 Construction to be programmed at future date. Program CON phase thru PCR Mar 2024. Carry over to 24/25 due to allocation extension from 23/24. | C | | | $ 22,264 | | $ 22,264 |
| ORA001103 | On route 91, in and near Anaheim, from La Palma Avenue to Route 55. PM (6.4/R9.2) Rehabilitate pavement. G13 contingency. | E | | $ 4,730 | | | $ 4,730 |
| | EA 0R313 | R | | $ 29 | | | $ 29 |
| | New 2020 SHOPP adopted project at May 2020 CTC. $40,650 Construction to be programmed at future date. Oct 2021 CTC approve PCR to update R/W Cap. Program CON phase thru PCR | C | | $ 40,650 | | | $ 40,650 |

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
ORANGE COUNTY
GROUP LISTINGS
(in $000's)

Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

ROADWAY PRESERVATION PROJECTS

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA001103 | On Route 55, in Newport Beach, Costa Mesa, Santa Ana, Tustin, Orange, and Anaheim, from Route 1 to Route 91. Rehabilitate pavement, rehabilitate drainage, upgrade lighting, rehabilitate bridge rail, rehabilitate landscaping, upgrade Transportation Management System (TMS) elements, add bike and pedestrian improvements as complete streets elements, and improve highway worker safety. (G13 Contingency) | E | | $ 12,900 | | | $ 12,900 |
| | EA 0R320 | R | | $ 36 | | | $ 36 |
| | New 2020 SHOPP adopted project at May 2020 CTC. $83,908,000 Construction to be programmed at future date. Increase PS&E to $7,900,000, Con Support to $$8,400,000 and Con Capital to $75,508,000 through Complete streets elements augmentation at October 2020 CTC action. Increase CON costs to $88,532,000 to be programmed at a future date and reduce R/W cost through PCR and CTC action at May 2022 meeting. Update CON Cap to $93,490,000 and CON Sup to $9,320,000 costs thru June 2023 CTC action. Program G13 CON phase through PCR. | C | | $102,810 | | $ - | $102,810 |
| ORA001103 | On Route 405, in and near Costa Mesa, Fountain Valley, Huntington Beach, and Westminster, from Harbor Boulevard to south of McFadden Avenue. Rehabilitate pavement and drainage systems, and add traffic census stations. | E | | | $ 1,618 | | $ 1,618 |
| | EA 0R330 | R | | | $ 21 | | $ 21 |
| | New 2022 SHOPP adopted project at March 2022 CTC. | C | | $ - | $ 10,827 | $ - | $ 10,827 |
| ORA001103 | On Route 5, in San Clemente, Dana Point, and San Juan Capistrano, from the San Diego County line to north of Route 74. Rehabilitate pavement, enhance highway worker safety, upgrade bridge rail, overhead sign structure, and lighting, restore drainage systems, construct stormwater treatment Best Management Practices (BMPs), and upgrade facilities to Americans with Disabilities Act (ADA) standards. | E | | $ - | | $ 6,425 | $ 6,425 |
| | EA 0R970 | R | | | | $ 100 | $ 100 |
| | New 2022 SHOPP adopted project at March 2022 CTC. Update costs through May 2023 CTC action. Update costs thru June 2023 CTC action. Update costs through March 2024 CTC action. | C | | $ - | | $29,127 | $ 29,127 |
| ORA001103 | On Route 5, in San Juan Capistrano, Mission Viejo, Laguna Niguel, and Irvine, from north of Route 74 to Route 405. Rehabilitate pavement and drainage systems, upgrade lighting, enhance highway worker safety, replace overhead sign panels, construct bicycle and pedestrian improvements, construct a park and ride facility, and construct stormwater treatment Best Management Practices (BMPs). | E | | $ - | $ 10,105 | | $ 10,105 |
| | EA 0S380 | R | | | $ 330 | | $ 330 |
| | New 2022 SHOPP adopted project at March 2022 CTC. Update costs thru June 2023 CTC action. Updated construction cost and description at the October 2023 CTC. Update costs thru May 2024 CTC action. | C | | $ - | $ 50,897 | $ - | $ 50,897 |
| ORA001103 | On Route 5, in and near the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, and Buena Park, from Route 55 to the Los Angeles County line. Rehabilitate roadway and drainage systems, upgrade guardrail and pump plant, enhance highway worker safety, replace overhead sign panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards. | E | | $ - | | $ 8,630 | $ 8,630 |
| | EA 0S500 | R | | | | $ 4 | $ 4 |
| | New 2022 SHOPP adopted project at March 2022 CTC. Update costs thru June 2023 CTC action. | C | | $ - | | $40,126 | $ 40,126 |
| ORA001103 | Rehabilitate pavement and drainage systems, enhance highway worker safety, replace roadside sign panels, fiber optic cable and construct stormwater treatment Best Management Practices (BMPs). | E | | | $ 3,370 | | $ 3,370 |

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
ORANGE COUNTY
GROUP LISTINGS
(in $000's)

Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

ROADWAY PRESERVATION PROJECTS

| RTIP # | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| | EA 0S051 | R | | | $ - | | $ - |
| | New 2022 SHOPP adopted project at March 2022 CTC. Update costs through March 2023 CTC action. Update costs thru Mar 2024 CTC action. Update costs, program code and description thru June 2024 CTC action. | C | | $ - | $ 33,240 | $ - | $ 33,240 |
| ORA001103 | On Route 5, in and near Irvine and Tustin, from Yale Avenue to Route 55. Rehabilitate pavement and drainage systems, enhance highway worker safety, fiber optic cable and install census stations. | E | | | $ 2,810 | | $ 2,810 |
| | EA 0S052 | R | | | | | $ - |
| | New 2022 SHOPP adopted project at March 2022 CTC. Update costs thru Mar 2024 CTC action. Update costs, program code and description thru June 2024 CTC action. | C | | $ - | $ 23,209 | $ - | $ 23,209 |
| ORA001103 | On Route 39, in Huntington Beach and Westminster, from Route 1 to Route 22. Rehabilitate pavement by grinding and placing Rubberized Hot Mix Asphalt (RHMA), rehabilitate drainage systems, and upgrade curb ramps, crosswalks, and lighting. | E | | | | $ 2,477 | $ 2,477 |
| | EA 0R360 | R | | | | | $ - |
| | New project at March 2024 SHOPP adoption. Only PA&ED phase programmed. Other phases to be programmed in next FTIP cycle. | C | | $ - | | $ - | $ - |
| ORA001103 | On Route 74, in and near San Juan Capistrano, from Route 5 to 1.0 mile east of San Juan Creek Bridge. Rehabilitate pavement by grinding and placing Rubberized Hot Mix Asphalt (RHMA), upgrade Transportation Management System (TMS) elements, upgrade guardrail and crosswalks, add bike lane pavement markings, and replace striping. | E | | | | $ 3,525 | $ 3,525 |
| | EA 0R990 | R | | | | | $ - |
| | New project at March 2024 SHOPP adoption. Only PA&ED phase programmed. Other phases to be programmed in next FTIP cycle. | C | | $ - | | $ - | $ - |
| ORA001103 | On Route 241, in and near Rancho Santa Margarita, Mission Viejo, and Lake Forest, from Oso Parkway to 0.4 mile north of Route 133. Rehabilitate pavement by grinding and placing Rubberized Hot Mix Asphalt (RHMA), rehabilitate drainage systems and lighting, upgrade guardrail, install curve warning signs and rumble strips, and enhance highway worker safety. | E | | | | $ 3,420 | $ 3,420 |
| | EA 0T270 | R | | | | | $ - |
| | New project at March 2024 SHOPP adoption. Only PA&ED phase programmed. Other phases to be programmed in next FTIP cycle. | C | | $ - | | $ - | $ - |
| | | | | | | | |
| | | | | | | | |
| | Total SHOPP Projects | | $213,709 | $275,349 | $161,196 | $93,834 | $744,088 |

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
ORANGE COUNTY
GROUP LISTINGS
(in $000's)

Grouped Projects for Emergency Repair - SHOPP Emergency Response Program. Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period

EMERGENCY RESPONSE PROJECTS

| RTIP# | DESCRIPTION | PHASE | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|---|---|---|---|---|---|---|
| ORA082603 | In Orange County, in Orange and Anaheim, on SR-241 between Santiago Canyon Road OC and Route 91 (33.6/38.7) Reconstruct all timber jump out ramps (JORs) with steel soldier pile retaining walls, and replace the existing chain link fencing. | E | $2,450 | | | | $2,450 |
| | EA 0S150 | R | | | | | $0 |
| | New project amendment through October 2020 CTC action. | C | $9,724 | | | | $9,724 |
| ORA082603 | In Orange County, in Irvine, on SR-241 from 0.5 mile south of Portola Pkwy OC to 0.3 mile north of NB SR-241 to SB SR-133 Connector and on SR-133 from 0.5 mile south of Irvine Blvd OC to end of NB SR-133 to SB SR-241 Connector. Restore the 2020 Silverado fire-damaged landscaping including vegetation and irrigation systems. | E | | | | $2,034 | $2,034 |
| | EA 0T240 | R | | | | | $0 |
| | New project amendment through October 2022 CTC action. Update costs through May 2024 CTC action. | C | | | | $8,180 | $8,180 |
| ORA082603 | On route 241, near Lake Forest, from 0.5 mile south of Portola Parkway to 0.4 mile south of Windy Ridge Toll Plaza; also on Route 133 from 0.5 mile south of Irvine Boulevard to Route 241(PM 11.4/13.6). Restore fire damaged assets, including guardrail, drainage systems, traffic control devices, signs, and electrical systems; also make drainage improvements to increase resiliency against natural disasters. | E | | | | $5,781 | $5,781 |
| | EA 0T730 | R | | | | $10 | $10 |
| | New project amendment through June 2023 CTC action. | C | | | | $25,999 | $25,999 |
| | Total | | $12,174 | $0 | $0 | $42,004 | $54,178 |

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# Appendix D - List of Technical Studies

Air Quality, and Noise, and Hazardous Waste Technical Memorandum (March 2025) – Prepared by Caltrans District 12

Historic Property Survey Report (October 2025) and Archaeological Survey Report (ASR) – Prepared by ICF

Location Hydraulic Study Form (May 2025) – Prepared by Caltrans District 12

Natural Environment Study Minimal Impacts (NES MI) and Jurisdictional Delineation (JD) (October 2025) – Prepared by LSA Associates, Inc.

Noise Vibration Memo (August 2025) – Prepared by Caltrans District 12

Paleontological Identification Report and Paleontological Evaluation Report (September 2025) – Prepared by Caltrans District 12

Paleontological Resources Errata Sheet (September 2025) – Prepared by Caltrans District 12

Initial Site Assessment Checklist (March 2025) – Prepared by Caltrans District 12

Visual Impact Assessment Questionnaire (April 2025) – Prepared by Caltrans District 12

Water Quality Technical Memorandum (October 2025) – Prepared by Caltrans District 12

# Appendix E – Avoidance, Minimization, and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed and will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Note: Mitigation measures are used to lessen a significant impact under CEQA

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| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| Project Feature | Air Quality | **PF-AQ-1:** The construction contractor must comply with Caltrans Standard Specification in Section 14-9, Air Quality (2024), which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and ordinances. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Air Quality | **PF-AQ-2:** The contractor shall comply with SCAQMD Rule 402 (nuisance) and Rule 403 (Fugitive Dust). | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Air Quality | **PF-AQ-3:** All construction diesel equipment and diesel vehicles on-an-offsite shall be prohibited from idling excess of 5 minutes. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Hazardous Materials | **PF-HAZ-1:** The project involves excavation under the paved or non-paved surface during culvert removal and replacement, guardrail updating, adding curve warning signs, Aerially Deposited Lead (ADL) investigation is required to find there is elevated level of lead in the soil. ADL investigation will be completed during PS&E phase. Design Branch is required to submit an ADL request with a plan | Project/ Resident Engineer<br>Contractor | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | and excavation details and highlighting the soil disturbance areas and depth of excavation to Environmental Engineering in early PS&E phase. | | | |
| Project Feature | Hazardous Materials | **PF-HAZ-2:** The proposed project includes removal of existing wood posts for MGS supports and signposts, which contain chemical preservatives. The wood posts are considered treated wood waste (TWW). For the management and disposal of TWW, the contract must follow the DTSC regulation. Specification for the management of TWW will be provided in the PS&E phase. | Project/ Resident Engineer<br><br>Contractor | Design<br><br>Construction | No |
| Project Feature | Hazardous Materials | **PF-HAZ-3:** The project involves removal/disposal of paint and thermoplastic striping (PTS) during Pavement rehabilitation. The yellow pigments for yellow thermoplastic is non-hazardous in this project. SSP 84-9.03 for non-hazardous paint will be provided in the PS&E phase of the project. Contractor will follow the SSP for the removal of the traffic striping/markings and other paints. | Project/ Resident Engineer<br><br>Contractor | Design<br><br>Construction | No |
| Project Feature | Hazardous Materials | **PF-HAZ-4:** During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, | Project/ Resident Engineer<br><br>Contractor | Design<br><br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the California Department of Transportation (Caltrans) Construction Manual and 14-11.02 of Caltrans Standard Specification (2024). | | | |
| Project Feature | Noise | **PF-N-1:** Contractor must comply with The Department' Standard Specification 14-8.02, "Noise Control" (2024) during construction. The specification states following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Noise | **PF-N-2**: All internal combustion engines shall be equipped with the manufacturer recommended muffler. An internal combustion engine cannot be operated on the jobsite without the appropriate muffler. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Noise | **PF-N-3**: When there is a possibility of human annoyance from construction activities, such as the operation of vibratory rollers, absent urgent and unexpected circumstances, conduct such activity only during weekday daytime hours when the ambient background | Project Engineer<br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | noise and vibration is higher, and many residents are away from their homes at work. | | | |
| Project Feature | Noise | **PF-N-4:** Contractor must monitor and record vibration data continuously during the overlay of asphalt concrete and contractor will stop the work and implement vibration monitoring and mitigation plan immediately if there is excess of maximum peak particle velocity. Contractor shall comply with Standard Special Provisions (SSPs) for vibration, which will be provided in the PS&E phase of the project. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Water Quality | **PF-WQ-1:** The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2022-0033-DWQ, NPDES No. CAS000003 and the and any subsequent permits in effect at the time of construction. | Project Engineer<br>Resident Engineer | Design<br>Construction | No |
| Project Feature | Water Quality | **PF-WQ-2:** A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact on water quality. The WPCP will identify the sources of pollutants that may | Project Engineer<br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs. | | | |
| Project Feature | Water Quality | **PF-WQ-3:** Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices. | Project Engineer<br><br>Resident Engineer | Design<br><br>Construction | No |
| Avoidance | Biology | **BIO-1:** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the | Project Engineer | Design<br><br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. ESA habitats that will be subjected to impacts and preserved with fencing include coastal sage scrub, chaparral, and coast live oak woodland habitat types. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities. | Resident Engineer | | |
| Avoidance | Biology | **BIO-2:** All construction equipment accessing unpaved areas will be cleaned with water prior to delivery on site to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site. | Project Engineer<br><br>Resident Engineer | Design<br><br>Construction | No |
| Avoidance | Biology | **BIO-3:** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland areas. The designated upland areas will be located in such a manner | Project Engineer<br><br>Biologist | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | as to prevent any spill runoff from entering adjacent sensitive vegetation communities. Trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species. | Resident Engineer | | |
| Avoidance | Biology | **BIO-4:** Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project. | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-5:** If vegetation removal shall occur within suitable nesting habitat during the nesting bird season (February 1–September 30), a qualified biologist will monitor construction activities prior to and during vegetation removal for the duration of the project to ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the project footprint. | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-6:** If ground disturbance is to occur within dripline of Oak tree, ESA fencing will be installed around the dripline of retained oak/native trees to avoid or minimize unnecessary encroachment and prohibit | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | mechanical activity within the root zone. No construction activities, access, or placement of structures should occur within the root zone of any retained oak trees. Landscaping, trenching, or irrigation systems should not be installed within the root zone of any retained oak trees. Sedimentation and siltation should be controlled to avoid filling within the root zone or around the base of any retained trees. | | | |
| Avoidance | Biology | **BIO-7:** Monitor retained oak trees adjacent to the project during grading and construction activities. Monitoring of retained oak trees should occur at intervals warranted by the site conditions and level of activity. A qualified arborist should conduct all monitoring. | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-8:** All pruning should be directed by an International Society of Arboriculture (ISA) certified arborist and performed by ISA-certified tree workers in accordance with the BMPs for Pruning by the ISA, and should adhere to the most recent editions of the American National Standards Institute (ANSI) for Tree Care Operations and Pruning A300, Part 1. | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-9:** Prior to initiation of construction, Caltrans will coordinate with San Diego | Project Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | RWQCB to determine the need for a Waste Discharge Requirement from the Santa Ana Regional Water Quality Control Board. Upon completion of the coordination effort, Caltrans may need to comply with any conditions and measures identified in the Certification. | Biologist<br><br>Resident Engineer | | |
| Avoidance | Biology | **BIO-10:** Due to limited activities and very minimal impacts (0.001 acre of temporary impacts) to non-riparian streambed, the project isn't expected to result in substantially diverting or obstructing the natural flow, substantially changing or using any material from the bed or bank, or deposit or dispose of debris, waste, or other material where it may pass into any river, stream, or lake. Prior to initiation of construction, Caltrans will coordinate with CDFW to determine the need for a Streambed Alteration Agreement (SAA). Upon completion of the coordination effort with the California Department of Fish and Wildlife (CDFW), Caltrans may need to | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | comply with any specifications, conditions, and measures identified in the SAA. | | | |
| Avoidance | Biology | **BIO-11:** Vegetation clearing and grubbing as well as pavement grinding activities shall occur outside the nesting season (February 1–September 30) to the fullest practicable extent. If project activities with potential to indirectly disturb suitable avian nesting habitat within 300 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction and access will not be allowed in | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | this zone until the biologist determines that the young have fledged or the nest is no longer active. | | | |
| Avoidance | Biology | **BIO-12:** All drainage, conduit (located within critical habitat area), and guardrail upgrade construction activity areas shall be limited to the impact boundaries by installing exclusionary fencing (i.e., silt fence or other suitable nonpenetrable fencing) along the boundary to prevent construction from encroaching into adjacent areas and to exclude ARTO from the construction site. | Project Engineer<br>Biologist<br>Resident Engineer | Design Construction | No |
| Avoidance | Biology | **BIO-13:** A USFWS-approved Biologist permitted to handle ARTO shall monitor all construction activities listed above and located within and adjacent to suitable habitat. The ARTO monitoring shall occur weekly if construction activities occur outside the breeding season. If ARTO are found, the qualified biologist may relocate them out of harm's way to reduce injury or mortality from equipment, foot traffic, or ground disturbance. | Project Engineer<br>Biologist<br>Resident Engineer | Design Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | Field notes and weekly memos will be provided to Caltrans detailing monitoring items and fence conditions. | | | |
| Avoidance | Biology | **BIO-14:** Prior to construction, a qualified biologist shall provide a worker environmental awareness program (WEAP) for listed species that may be affected by the project. The program shall be presented to all personnel working on site during construction. | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-15:** Construction equipment maintenance, lighting, and staging must be in designated areas and away from wildlife undercrossings. | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-16:** Prior to any tree trimming or removal, a qualified bat biologist will conduct a focused daytime bat roosting habitat assessment to identify suitable bat roosting habitat within the trees. | Project Engineer<br>Biologist<br>Resident Engineer | Design<br>Construction | No |
| Avoidance | Biology | **BIO-17:** If suitable bat roosting habitat for crevice/cavity maternity roosting bats is | Project Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | identified during the daytime bat roosting habitat assessment, a qualified bat biologist will conduct a maternity season focused nighttime acoustic and emergence survey at the locations where suitable bat roosting habitat for crevice/cavity maternity roosting bats has been identified. The survey(s) will occur from 30 minutes prior to sunset to 1 hour after sunset. Upon completion of the survey, if impacts to occupied habitat will occur, additional avoidance and minimization measures will be developed and implemented for the project. These measures shall consult Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions. | Biologist<br><br>Resident Engineer | | |
| Avoidance | Biology | **BIO-18:** If suitable bat roosting habitat for crevice/cavity- or foliage-roosting bats is identified within any of the trees to be trimmed, a qualified bat biologist will conduct a preconstruction nighttime emergence survey within 3 days prior to the trimming of the tree. Preconstruction bat surveys should be performed year-round because bats may use | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | the trees for roosting at any time of year. If the preconstruction survey and trimming occurs during the bat maternity season and bats are observed emerging from the tree, then trimming will be postponed until either a nighttime survey confirms the absence of roosting bats or until the end of the maternity season. If the preconstruction survey and trimming occur outside of the bat maternity season and bats are observed emerging from the tree, the two-step tree removal process will be employed. | | | |
| Avoidance | Biology | **BIO-19:** Trees that have been identified as confirmed roost sites require a two-step removal process and the involvement of a qualified bat biologist to ensure that no roosting bats are killed during this activity. This two-step removal will take place over 2 consecutive days as follows: on Day 1, branches and limbs not containing cavities, as identified by a qualified bat biologist, will be removed using hand tools or chainsaws. The goal of this step is to create sufficient | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | disturbance to cause any bats roosting in the tree to leave that night and not return, but not at a level of intensity that will cause bats to fly out of the tree during the disturbance itself (i.e., during the daytime, when leaving the roost could result in predation). On Day 2, the remainder of the limbs/tree may be removed and any crevices or cavities will be inspected for the presence of bats by the bat biologist before disposal. | | | |
| Avoidance | Biology | **BIO-20:** If night work (i.e., work performed between dusk and dawn) is anticipated within 100 feet of where bat roosting is confirmed, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting areas to the greatest extent practicable. | Project Engineer<br><br>Biologist<br><br>Resident Engineer | Design Construction | No |
| Project Feature | Cultural Resource | **PF-CUL-1:** If cultural materials are discovered during construction activities, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | coordination will be maintained with the California Department of Transportation District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action | | | |
| Project Feature | Cultural Resource | **PF-CUL-2:** If human remains are discovered during construction activities, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact Caltrans District 12 Environmental Branch Chief or the District 12 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable. | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| Project Feature | Cultural Resource | **PF-CUL-3:** The establishment of ESAs within and adjacent to historic properties shall protect elements of these properties in place for the duration of the Project. The ESAs will be marked on plans and delineated in the field by a Caltrans archaeologist. No excavation or subsurface ground disturbance will occur within the delineated ESA. In addition, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts. An EMA will be established surrounding the boundaries of historic properties that intersect the Project. The EMA represents the portions of the properties that intersect the Project ADI and will be subjected to construction-related archaeological and Native American monitoring. A Post Review Monitoring and Discovery Plan (PRMDP) is part of the ESA Action Plan and was prepared to describe the discovery methods and communication protocol that will be implemented for the EMA and all Project-related construction activities. All work within the EMA will be monitored by a PQS-equivalent consultant archaeologist (with oversight from Caltrans) and Native American monitors. | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | | | | |
| Project Feature | Cultural Resource | **PF-CUL-4:** Prior to the start of construction, Caltrans shall prepare a Construction Noise and Vibration Work Plan (CN&VWP). The CN&VWP shall include information on monitoring activities, such as installing vibration sensors, reviewing the sensor data, and conducing site visits and visual inspections of the buildings, as well as stop work plans if the vibrations exceed the thresholds and emergency contact information and protocols to ensure the protection and stability of the Harrison House and Parra Adobe. The CN&VWP shall also include a plan for phasing construction work, which may need to be developed in coordination with the contractor, to confirm high-vibration activities will not occur within the same time period in proximity to each other, where possible. The CN&VWP will be prepared jointly by a vibration technical specialist and a Caltrans PQS Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans. | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |
| Project Feature | Cultural Resource | **PF-CUL-5:** A Caltrans PQS Principal Investigator (Archaeology) and/or a PQS | Archaeologist | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | Principal Architectural Historian or a PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall attend the preconstruction meeting with the Resident Engineer and Contractor and shall provide Cultural Resources Sensitivity Training (CRST) that includes the conditions of the FNAE-NSC, the ESA Action Plan/PRDMP, and the Historic Properties Monitoring Plan (HPMP). The Contractor and Caltrans PQS Principal Architectural Historian shall coordinate the CRST to ensure that it takes place prior to construction. The conditions of the FNAE-NSC shall be included in the ECR and kept in the Resident Engineer's file. The Resident Engineer and Contractor shall be responsible for ensuring that all others working on the Project have the same training. | Project/ Resident Engineer<br><br>Contractor | | |
| Project Feature | Cultural Resource | **PF-CUL-6:** Caltrans and its PQS-equivalent consultant archaeologist will be responsible for all archaeological monitoring. The PQS-equivalent consultant archaeologist will be notified when construction begins and will monitor all work conducted within the EMA, which includes the portions of the historic properties that intersect the Project APE and ADI. The engineer, Caltrans PQS Principal Investigator, PQS-equivalent consultant archaeologist, and identified Native American | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | monitor(s) will conduct a field review at five business days before the start of job-site activities. The construction contractor shall submit a schedule showing the days and hours that work will be performed in an EMA at least 5 business days before starting work in the EMA. The archaeological monitor and Native American monitor(s) will monitor project activities within the EMA and will ensure that the ESA is not breached. If the ESA is breached, the archaeological monitor will have the authority to immediately: 1. Stop all work within 60 feet of the ESA boundary. 2. Secure the area. 3. Notify the Project Engineer and Caltrans District 12 PQS Principal Investigator. In the event of an unanticipated discovery of buried cultural resources, all work within 60 feet of the discovery shall halt for a qualified archaeologist and Native American Monitor (if the find is Native American in origin) to determine the nature and significance of the discovery. The protocols for treatment of an unanticipated discovery during monitoring are included in the ESA Action Plan and PRMDP in Appendix A. Upon completion of construction, the PQS-equivalent consultant archaeologist will monitor the removal of the fencing and observe the backfilling of any post holes with soil removed during the installation | | | |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | and with approved clean fill sediments. An archaeological monitoring report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated. | | | |
| Project Feature | Cultural Resource | **PF-CUL-7:** During construction, Caltrans shall install electronic sensors at the historical cultural sites in accordance with the CN&VWP. Caltrans is responsible for monitoring the electronic vibration sensors and ensuring that work does not exceed thresholds. Caltrans must coordinate with the Property Owner for access. If work exceeds thresholds, then Caltrans must notify the Contractor and the Contractor must stop work in accordance with the CN&VWP. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall conduct as-needed periodic in-person spot monitoring to confirm that no inadvertent damage has occurred. The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall also conduct an in-person visual inspection after construction to document the properties for the Historic Properties Post-Monitoring Report (HPPMR). | Archaeologist<br><br>Project/ Resident Engineer<br><br>Contractor | Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| Project Feature | Cultural Resource | **PF-CUL-8:** If any inadvertent damage occurs to the Harrison House or Parra Adobe, all work shall stop immediately within 100 feet of the historic property. Work shall not resume until after the Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans has conducted a site visit to record the damage and prepare a plan for repairs, if any damage has occurred. All repairs must meet the Secretary of the Interior's Standards for the Treatment of Historic Properties. | Archaeologist<br>Project/ Resident Engineer<br>Contractor | Construction | No |
| Project Feature | Cultural Resource | **PF-CUL-9:** The Caltrans PQS Principal Architectural Historian or PQS Principal Architectural Historian (Consultant Equivalent) at the direction of Caltrans shall prepare a HPPMR after construction is complete. The HPPMR shall be prepared to confirm the project's compliance with the conditions presented in the FNAE. Caltrans shall provide a log of the electronic vibration sensor data, which shall be included as an attachment to the HPPRM to confirm if thresholds were or were not exceeded. | Archaeologist<br>Project/ Resident Engineer<br>Contractor | Construction | No |
| Measure | Cultural | **CUL-1:** Preconstruction an nSSP shall be developed by Caltrans to ensure that vibration monitoring shall be implemented and enforceable during project construction. | Archaeologist<br>Project/ | Construction | Yes |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | | Resident Engineer<br><br>Contractor | | |
| Project Feature | Paleontology | **PF-PAL-1:** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows under Standard Specification 14-7.04: (1) Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite and (2) Caltrans shall provide "on-call" Paleontological monitoring should potential fossils be found inhouse or via an A&E task order. Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE.[1]<br><br>If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified paleontologist can evaluate the nature and significance of the find. Standard Specification 14-7.03. | Resident Engineer<br><br>Archaeologist<br><br>Contractor | Construction<br><br>Post-Construction | No |

[1] Comment: No fossil resources are anticipated to be discovered during project construction, therefore, no MCCE updates are required at this time.

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | ○ Construction Phase: Notify the District Project Archaeologist or Paleontologist and RE. | | | |
| Project Feature | Paleontology | **PF-PAL-2:** Caltrans will inform the contractor that the Department is performing paleontological resource mitigation on this project and the following be implemented as follows:<br>• Mandatory Paleontological Awareness Training (30 mins) conducted by District 12 Archaeologist or/Paleontologist, will be conducted prior to any construction work for all parties that will be onsite.<br>• On-call paleontological monitoring by a qualified principal paleontologist in Paleontologically sensitive units should any resources be found; to be done inhouse or through an A&E Task Order. | Resident Engineer<br>Archaeologist<br>Contractor | Construction<br>Post-Construction | No |
| Project Feature | Traffic | **PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, | Traffic Engineer<br>Resident Engineer | Design<br>Construction | No |

| Measure | Resource Area | Task and Brief Description | Responsible Branch, Staff | Timing / Phase | NSSP Required |
|---|---|---|---|---|---|
| | | phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall be provided at all times to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts. | Project Engineer<br><br>Contractor | | |

# Appendix F – Layout Plans

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INDEX OF PLANS

| SHEET No. | DESCRIPTION |
|---|---|
| 1 | TITLE AND LOCATION MAP |
| 2-8 | TYPICAL CROSS SECTIONS |
| 9-53 | LAYOUTS |
| 54-68 | ELECTRICAL PLANS |

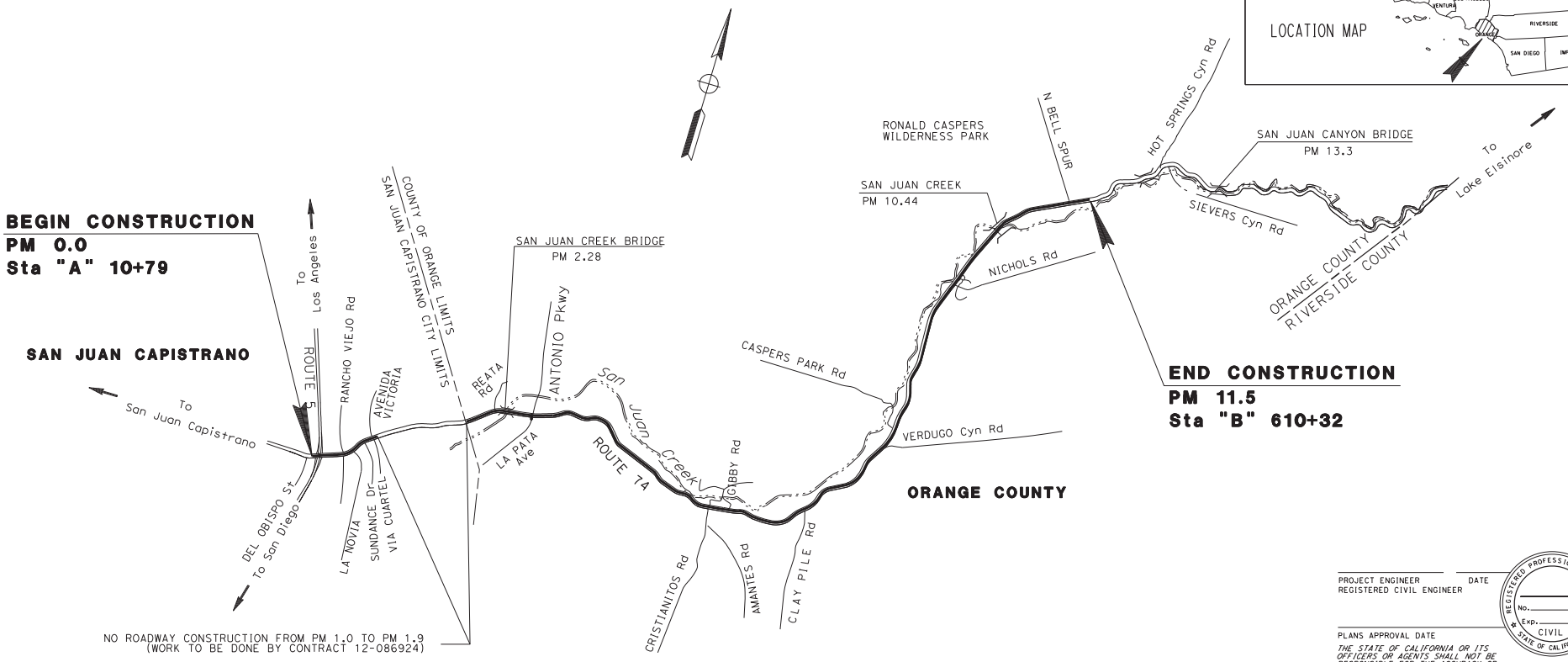
STATE OF CALIFORNIA
# DEPARTMENT OF TRANSPORTATION

## PROJECT PLANS FOR CONSTRUCTION ON
# STATE HIGHWAY
## IN ORANGE COUNTY
## IN SAN JUAN CAPISTRANO AND COUNTY OF ORANGE
## FROM ROUTE 5/74 SEPARATION TO
## 1.0 MILE EAST OF SAN JUAN CREEK

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2022

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |




NO SCALE

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

| | |
|---|---|
| CONTRACT No. | 12-0R9900 |
| PROJECT ID | 1219000072 |

PROJECT MANAGER

DESIGN ENGINEER

LAST REVISION 03-10-11

DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:26 PM

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => DGN FILE => | UNIT 2981 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

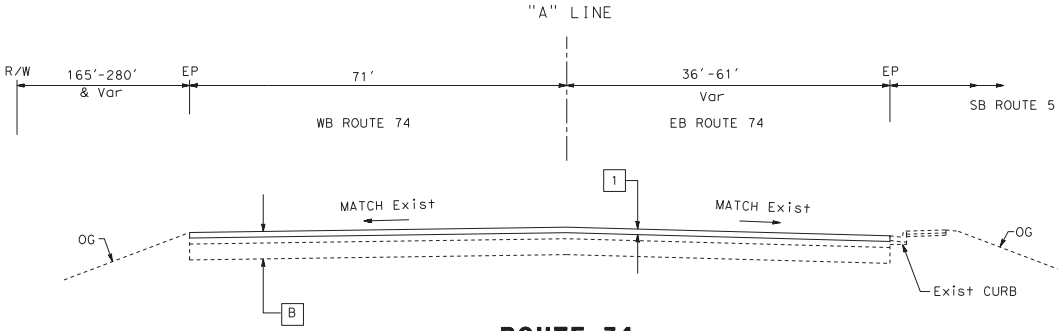
[X] TYPICAL PAVEMENT STRUCTURE SECTION NUMBER

ABBREVIATION:

RHMA - G RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

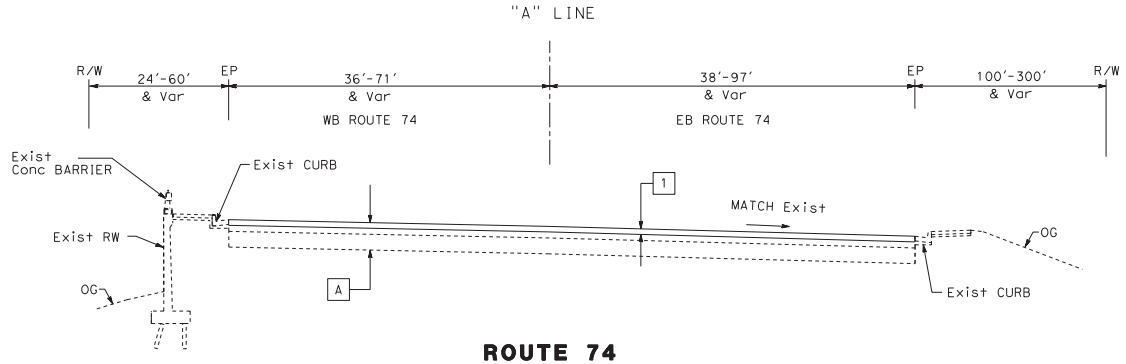
PAVEMENT CLIMATE REGION:

SOUTH COAST




**ROUTE 74**

"A" 12+40 TO "A" 13+14




**ROUTE 74**

"A" 10+79 TO "A"12+40

TYPICAL PAVEMENT STRUCTURAL SECTIONS:

[1]
- 0.20' COLD PLANE AC PAVEMENT
- 0.20' RHMA - G

EXISTING PAVEMENT STRUCTURAL SECTIONS:

[A]
- 0.20' RHMA - G
- 1.20' AC
- 0.80' CRCP

[B]
- 0.20' RHMA - G
- 0.20' - 1.20' AC
- Var AB

[C]
- 0.20' RHMA - G
- 1.06' AC
- 2.75 CI 3 AS

[D]
- 0.20' -1.20' RHMA-G
- 0.15'-0.35' AC
- 0.50' RM CTB (CI B)
- 0.35' CTBA
- 0.80' AS

[E]
- 0.20' RHMA - G
- 0.15' - 1.65' AC

[F]
- 0.20' RHMA - G
- 0.45' HMA (TYPE A)
- 1.50' CI 2 AB

[G]
- 0.10' RHMA - G
- 0.5'-0.85' AC
- Var AB

[H]
- 0.20' RHMA - G
- 0.4' - 0.75' AC
- Var AB

[I]
- 0.20' RHMA - G
- 0.65' HMA (TYPE A)
- 0.0' - 0.1' AC
- Var AB

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR: JOSEPH LEE | CALCULATED-DESIGNED BY | CHECKED BY | MICHAEL ARDEHALLI | REVISED BY | DATE REVISED

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:26 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720ca001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

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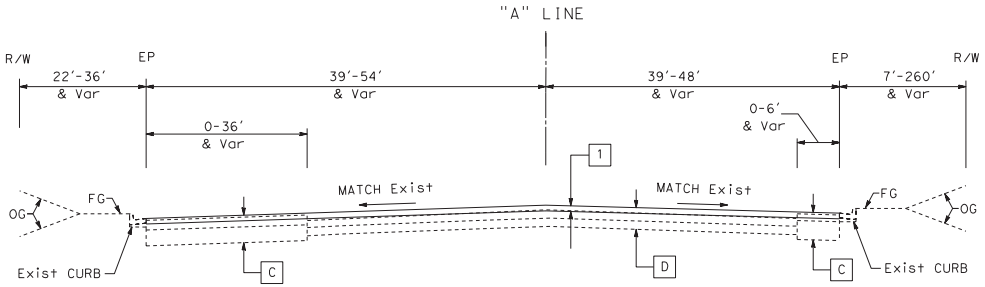
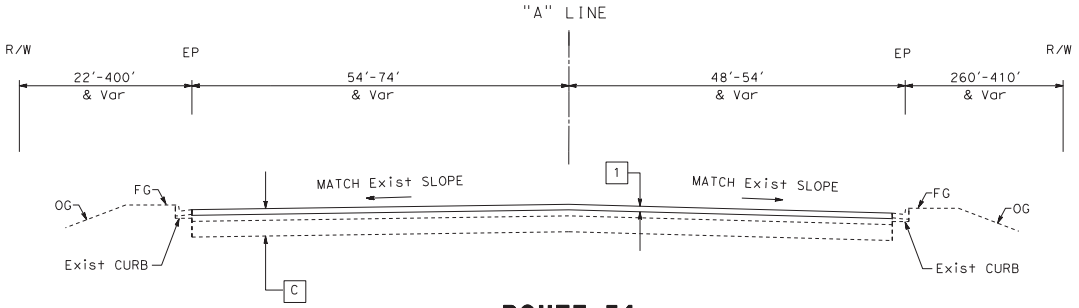



**ROUTE 74**

"A" 17+55 TO "A" 18+95




**ROUTE 74**

"A" 15+72 TO "A" 17+55

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

**X-2**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI

CHECKED BY

REVISED BY

DATE REVISED

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DGN FILE => ...\12190000720a002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

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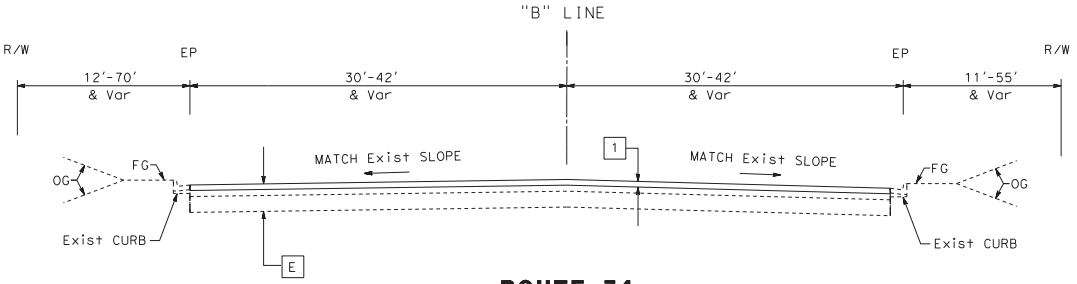
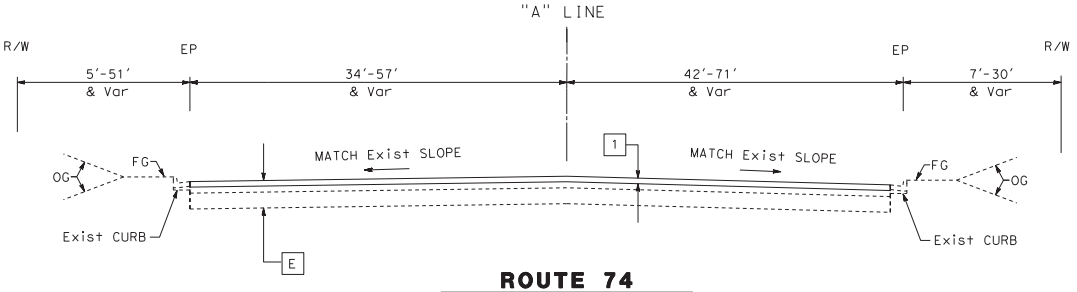



**ROUTE 74**

"B" 16+35.47 TO "B" 58+55




**ROUTE 74**

"A" 18+95 TO "A" 27+66.76

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

**X-3**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
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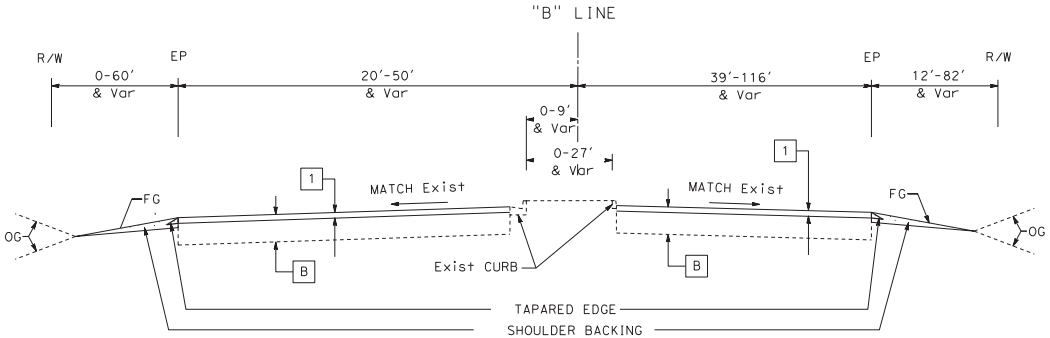
WESTBOUND
"B" 115+96 TO "B" 122+45
"B" 125+33 TO "B" 129+56

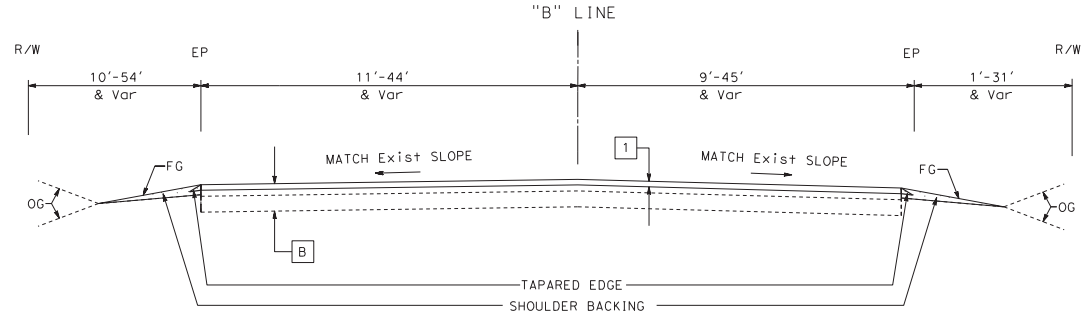
EASTBOUND
"B" 114+52 TO "B" 117+23




## ROUTE 74

WESTBOUND
"B" 106+20 TO "B" 115+96
"B" 129+56 TO "B" 142+00

EASTBOUND
"B" 106+20 TO "B" 114+52
"B" 117+23 TO "B" 122+53
"B" 125+05 TO "B" 142+00




## ROUTE 74

"B" 105+07 TO "B" 106+20

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

X-4

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
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|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

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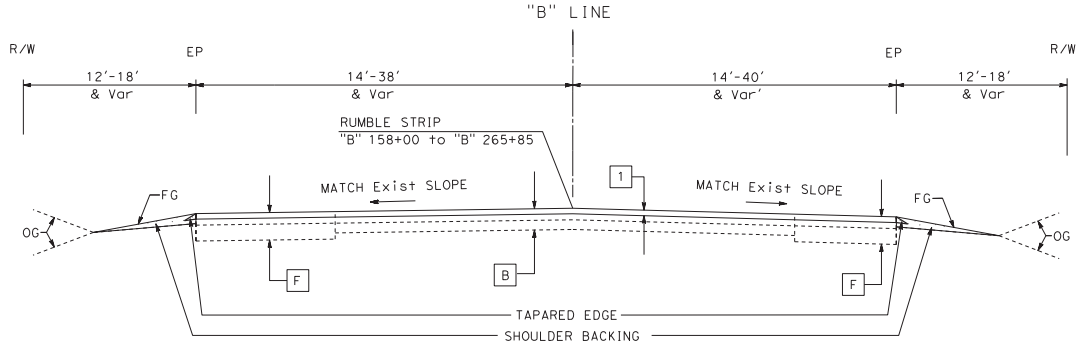
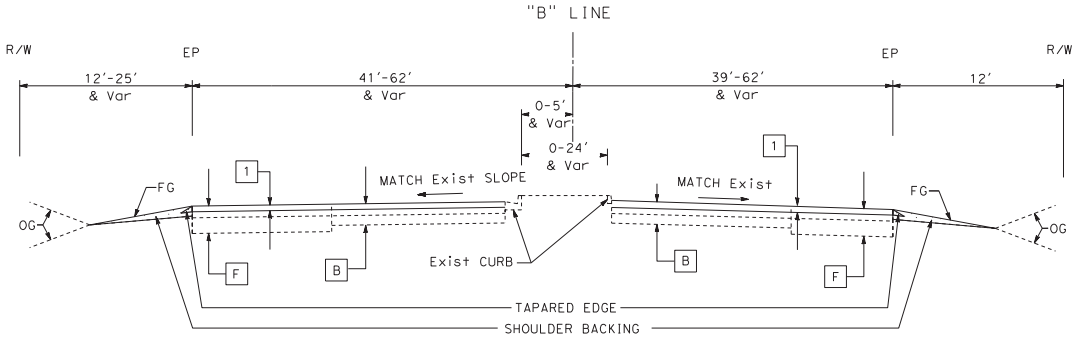



## ROUTE 74

"B" 153+90 TO "B" 265+85




## ROUTE 74

"B" 142+00 TO "B" 153+90

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

**X-5**

| REVISED BY | DATE REVISED |
|---|---|
| MICHAEL ARDEHALLI | |

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|---|---|

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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**DESIGN A**

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

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PLANS APPROVAL DATE

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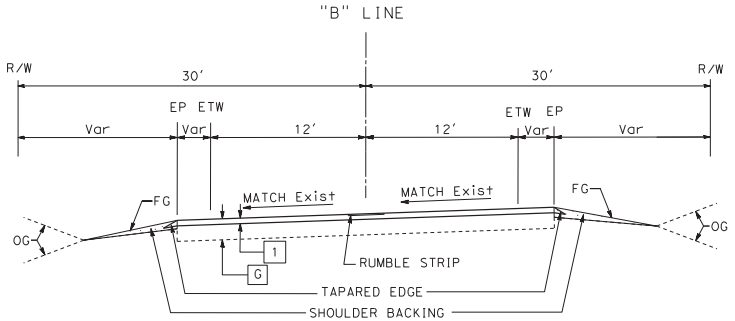
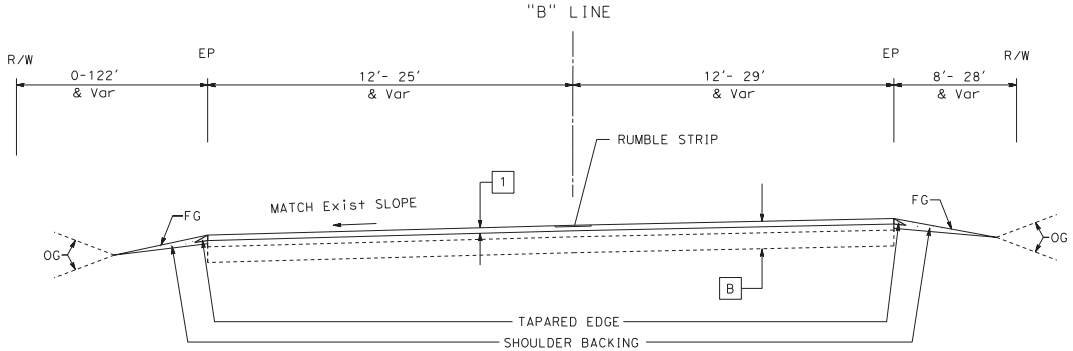



**ROUTE 74**

"B" 284+00 TO "B" 530+00




**ROUTE 74**

"B" 265+85 TO "B" 284+00

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

**X-6**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI

CHECKED BY

REVISED BY

DATE REVISED

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DATE PLOTTED => 10/29/2025

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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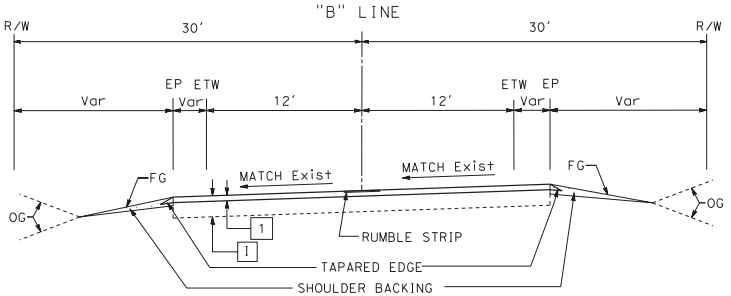
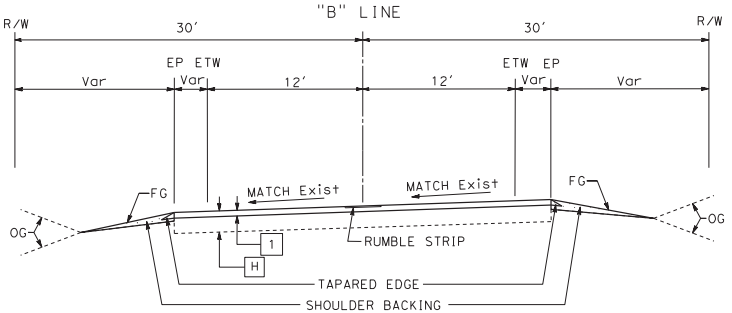



**ROUTE 74**

"B" 599+00 TO "B" 610+32




**ROUTE 74**

"B" 530+00 TO "B" 599+00

# TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

**X-7**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI CHECKED BY | | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:28 PM

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| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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**NOTE:**

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**LEGEND:**

[X] TYPICAL PAVEMENT STRUCTURE SECTION NUMBER

(X) ROADSIDE SIGN CODE

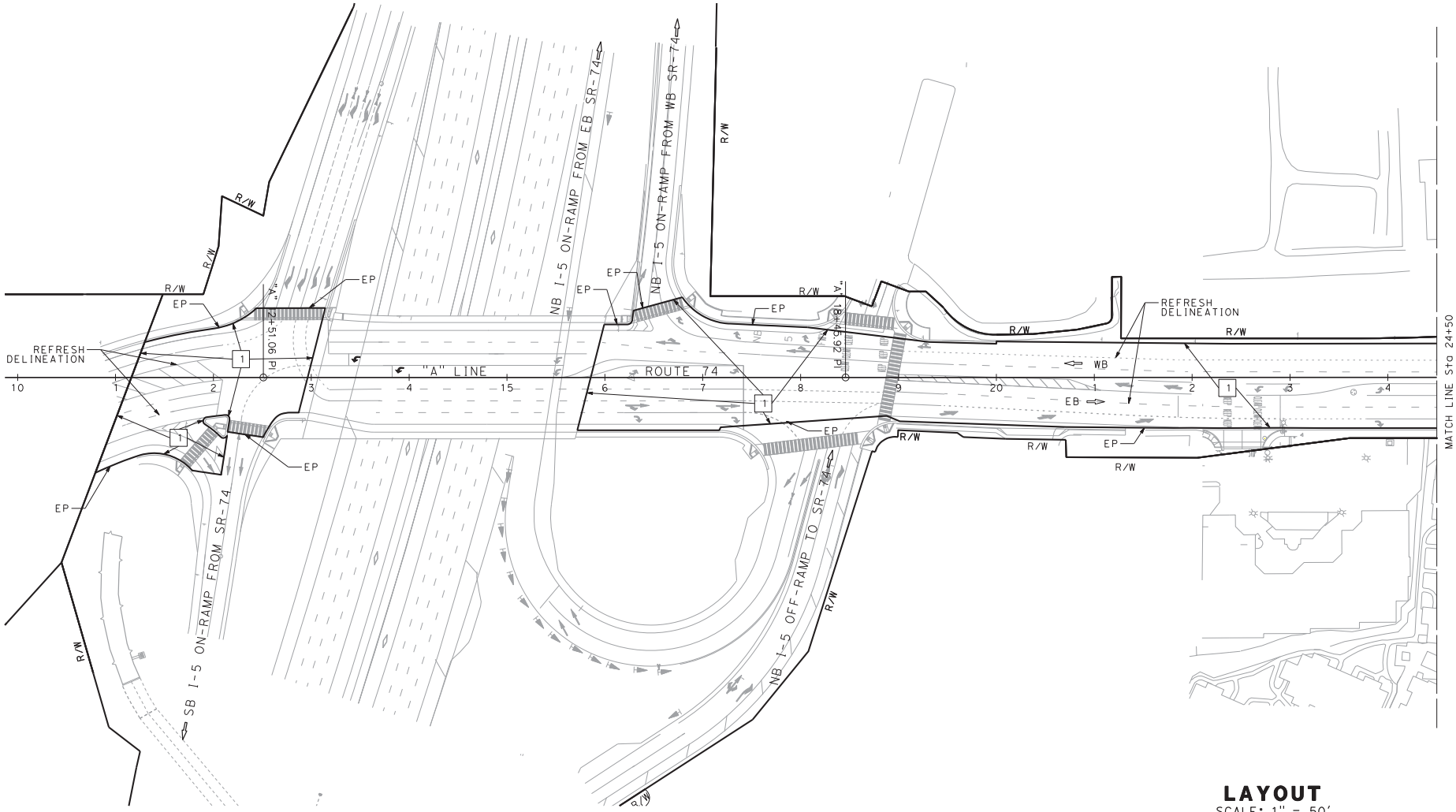
ROADSIDE SIGN - ONE POST

**ABBREVIATION:**

RHMA - G RUBBERIZED HOT MIX ASPHALT (TYPE G)

**TYPICAL PAVEMENT STRUCTURAL SECTIONS:**

[1] 0.20' COLD PLANE AC PAVEMENT
0.20' RHMA - G




**LAYOUT**
SCALE: 1" = 50'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | Caltrans | DESIGN A | FUNCTIONAL SUPERVISOR: JOSEPH LEE | CALCULATED-DESIGNED BY | CHECKED BY | MICHAEL ARDEHALLI | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:33 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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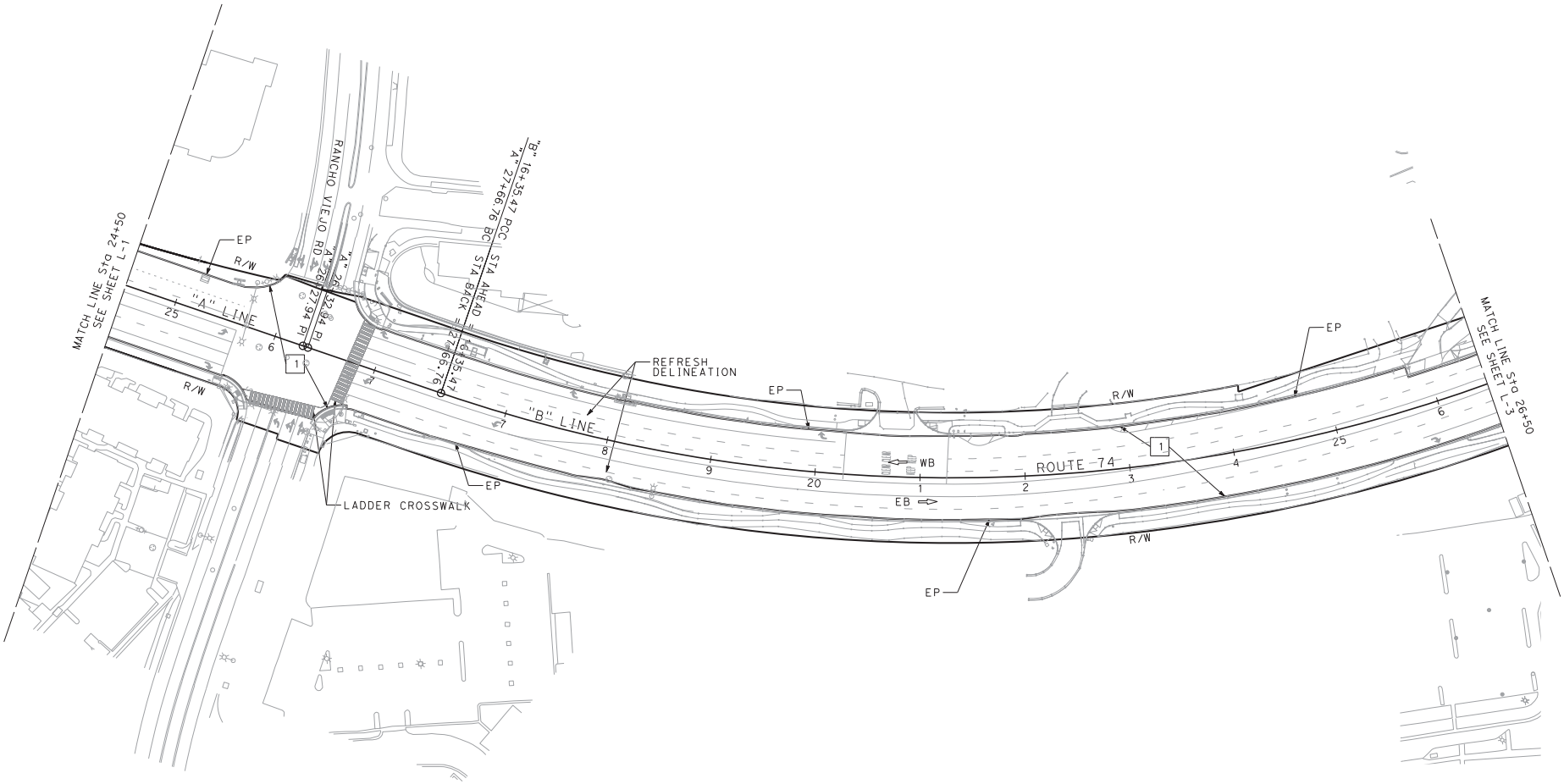


**LAYOUT**

SCALE: 1" = 50'

**L-2**

| | | | | | | |
|---|---|---|---|---|---|---|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | MICHAEL ARDEHALLI | REVISED BY | | |
| Caltrans DESIGN A | JOSEPH LEE | CHECKED BY | | DATE REVISED | | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:33 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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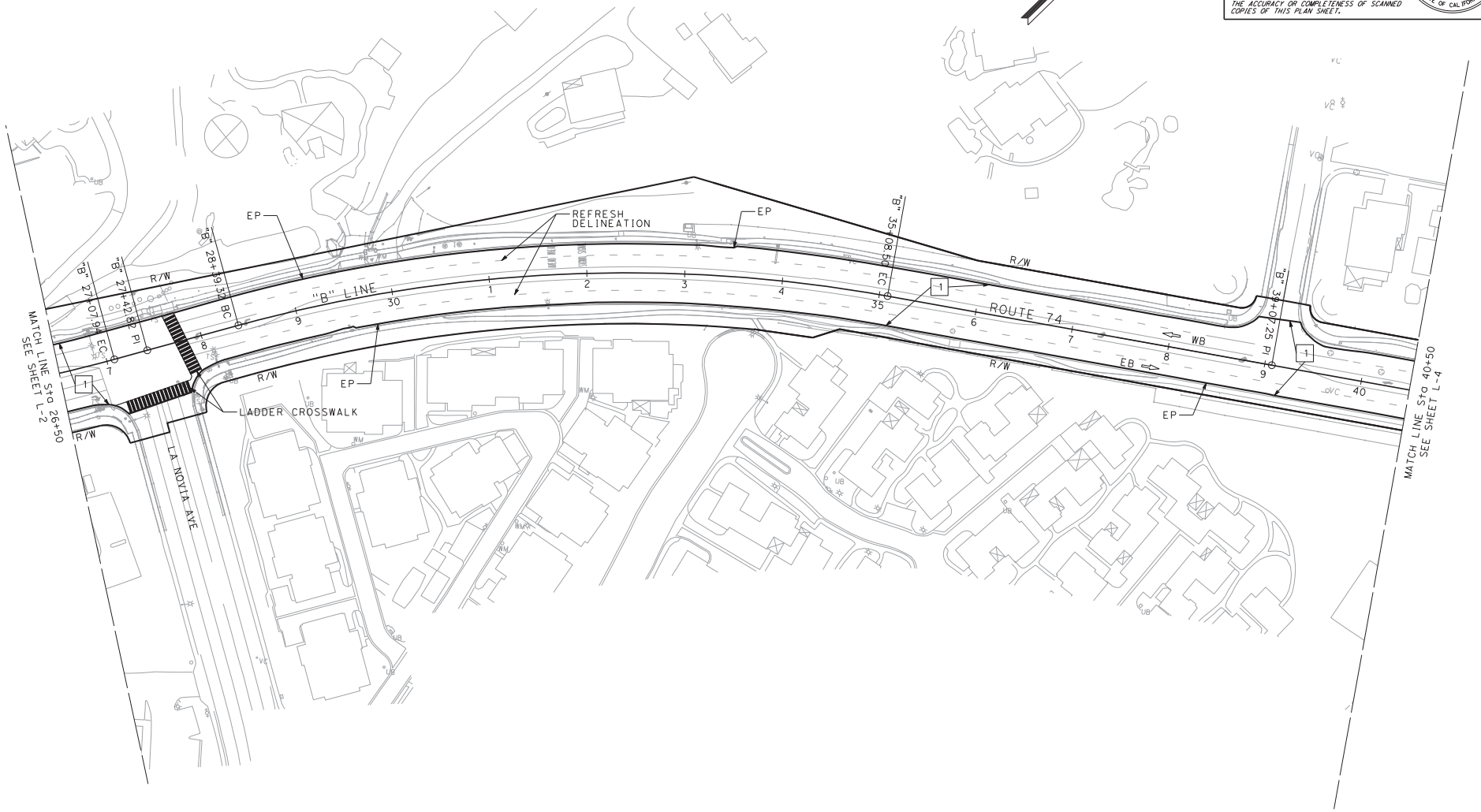
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-3**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| Caltrans DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI CHECKED BY | | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:34 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a003.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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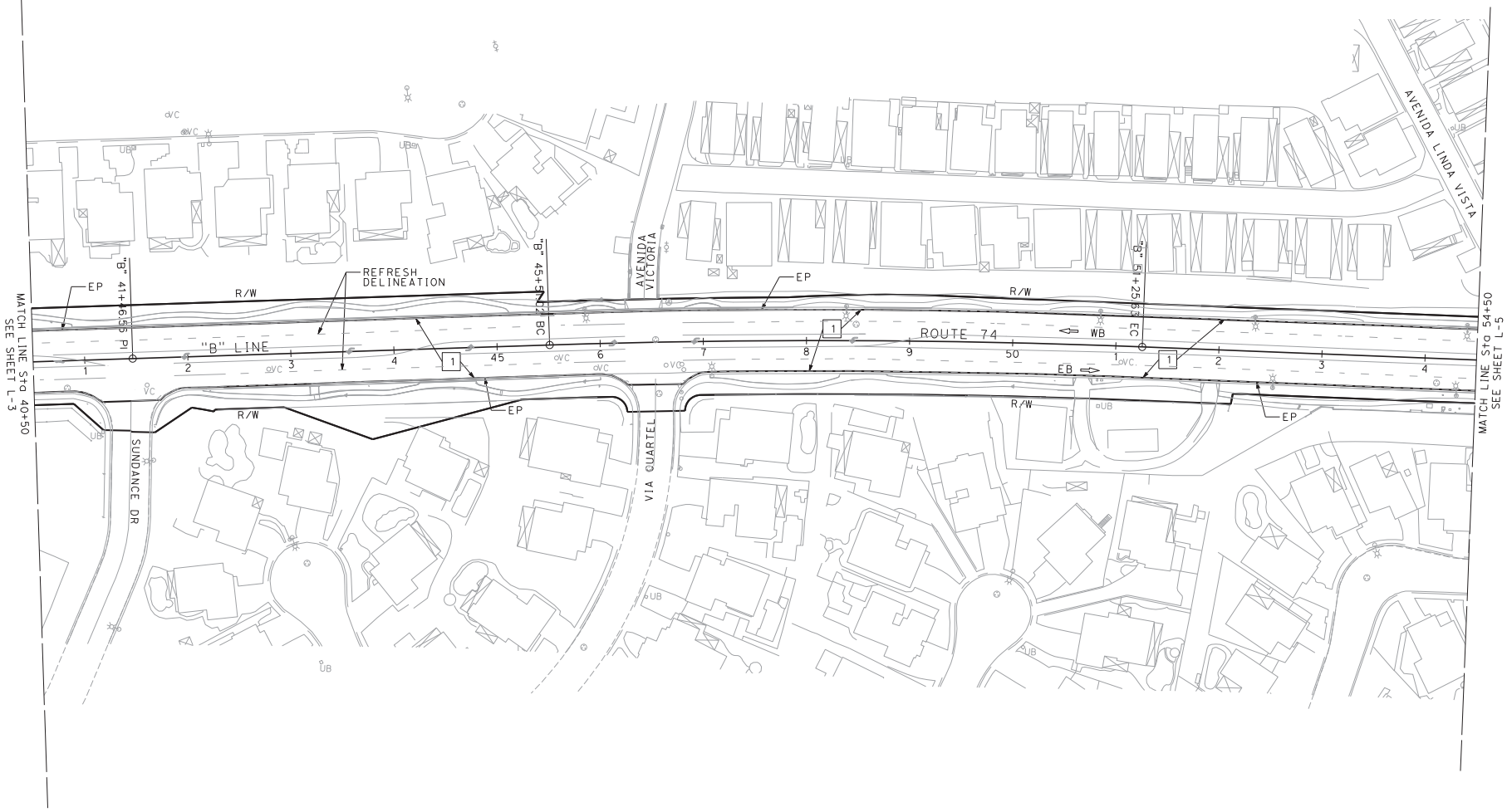
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




# LAYOUT

SCALE: 1" = 50'

L-4

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | |
| | | CHECKED BY | DATE REVISED |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:35 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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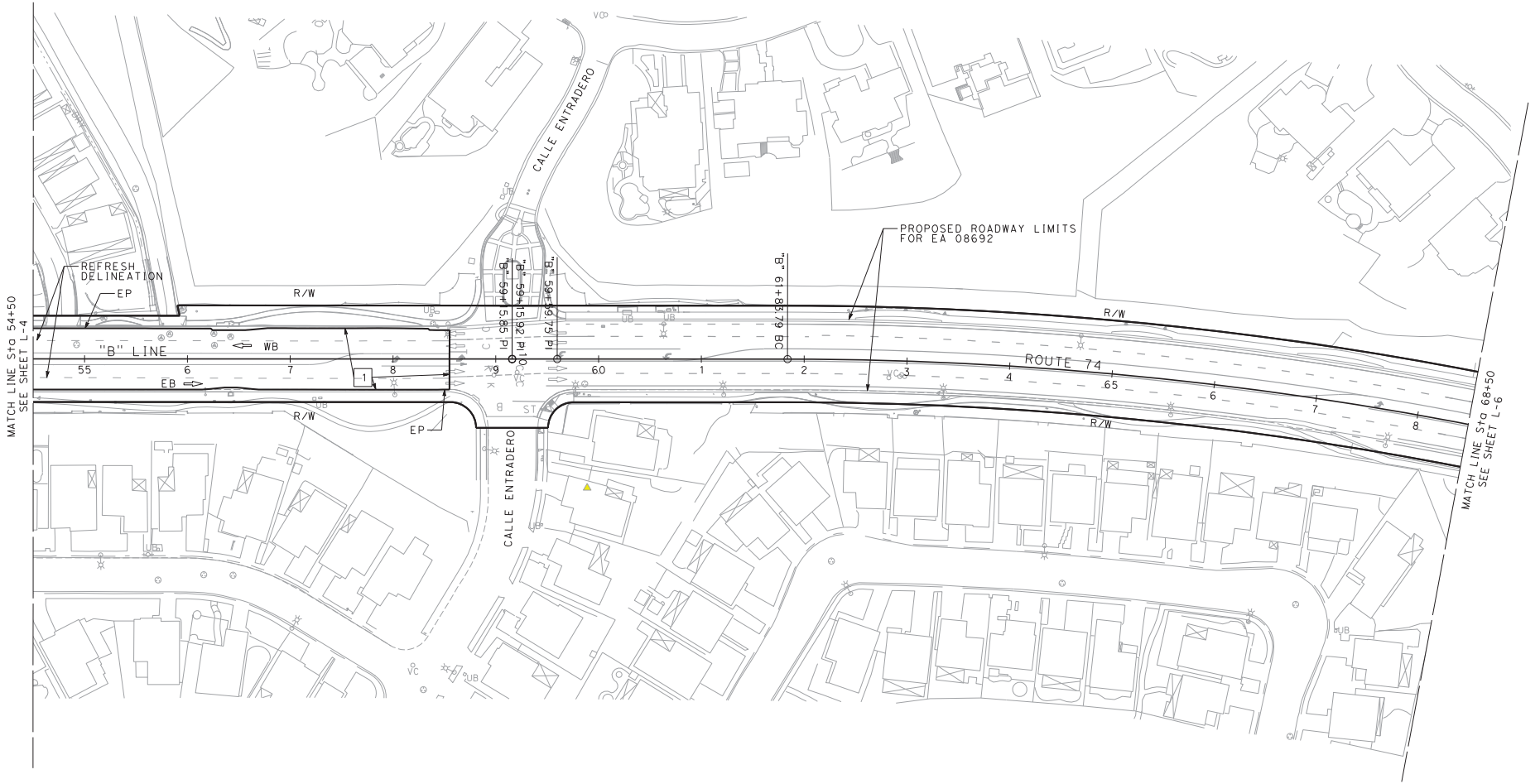
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-5**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| Caltrans | JOSEPH LEE | MICHAEL ARDEHALLI | |
| DESIGN A | | CHECKED BY | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:36 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

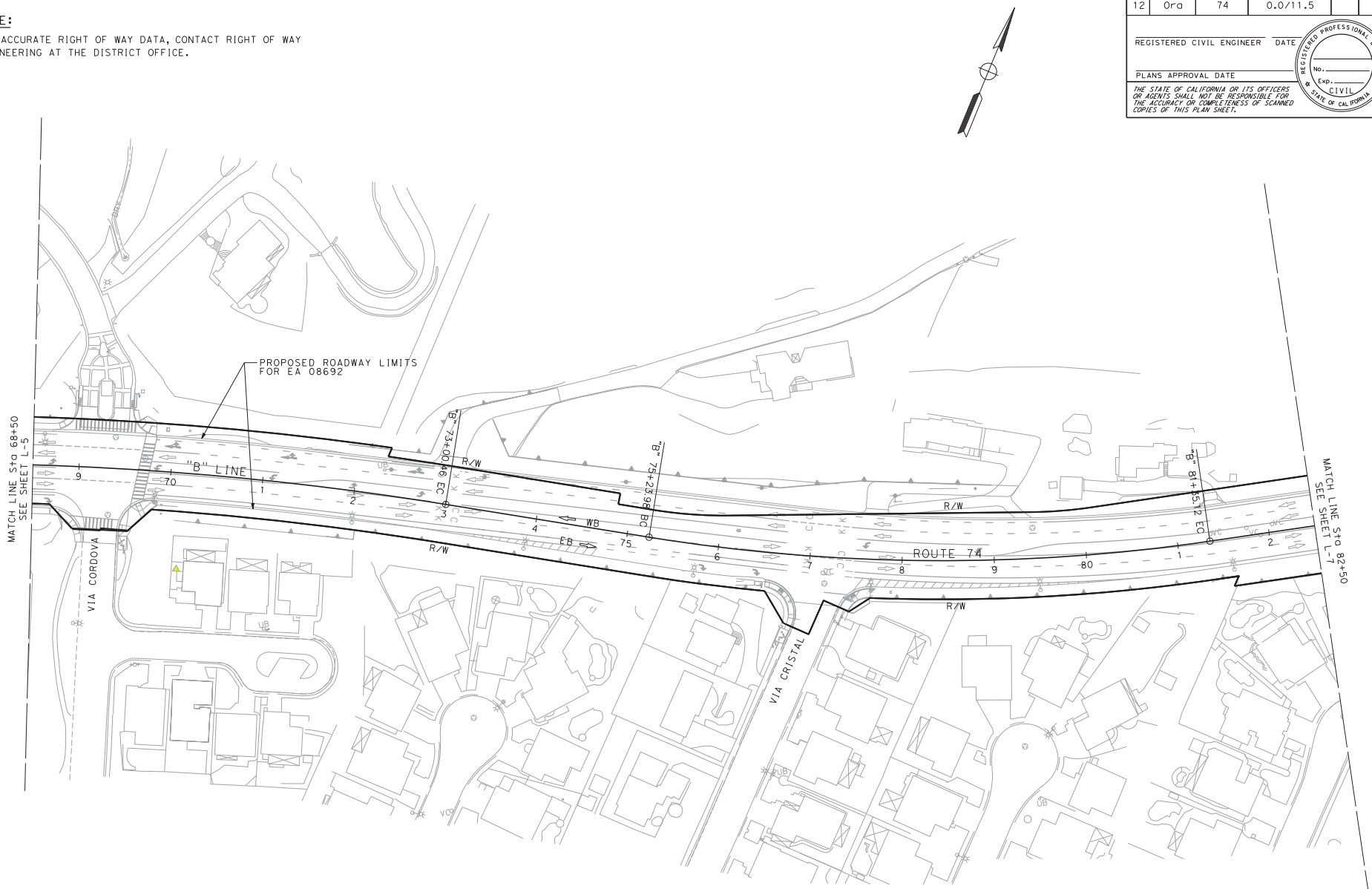
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-6**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:37 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a006.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2992
PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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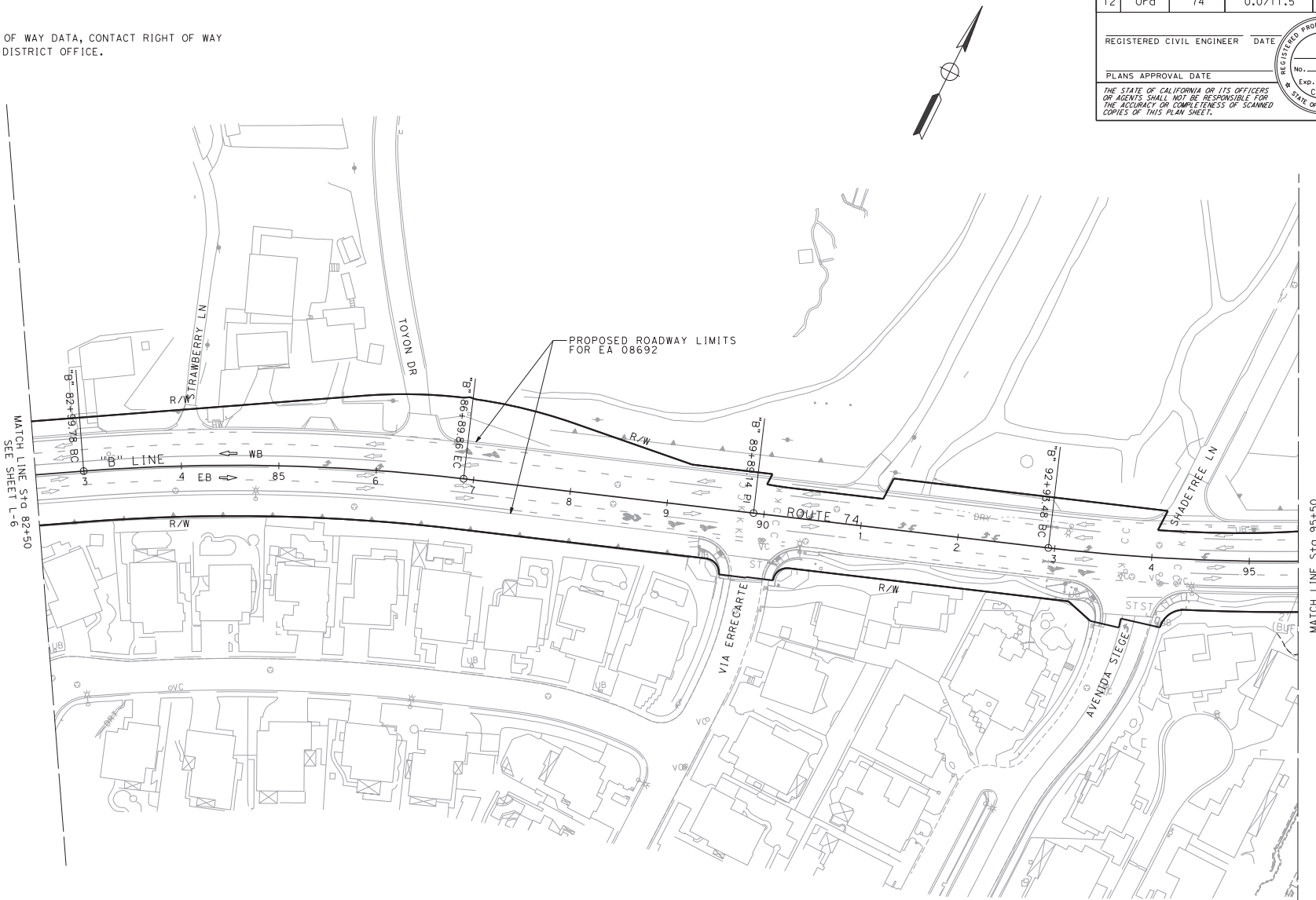
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

L-7

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | |
| | | CHECKED BY | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:38 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

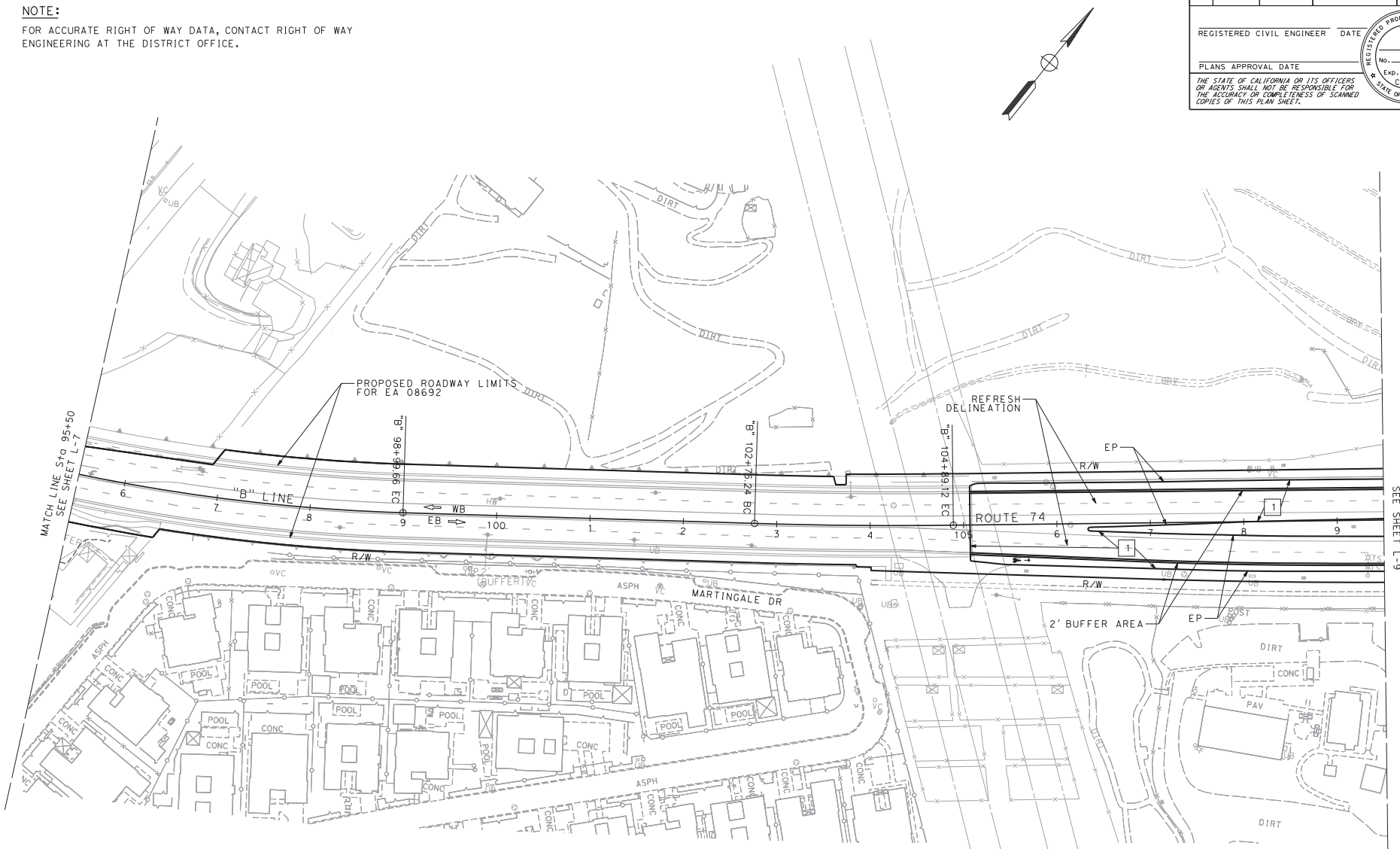
PLANS APPROVAL DATE

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

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-8**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:38 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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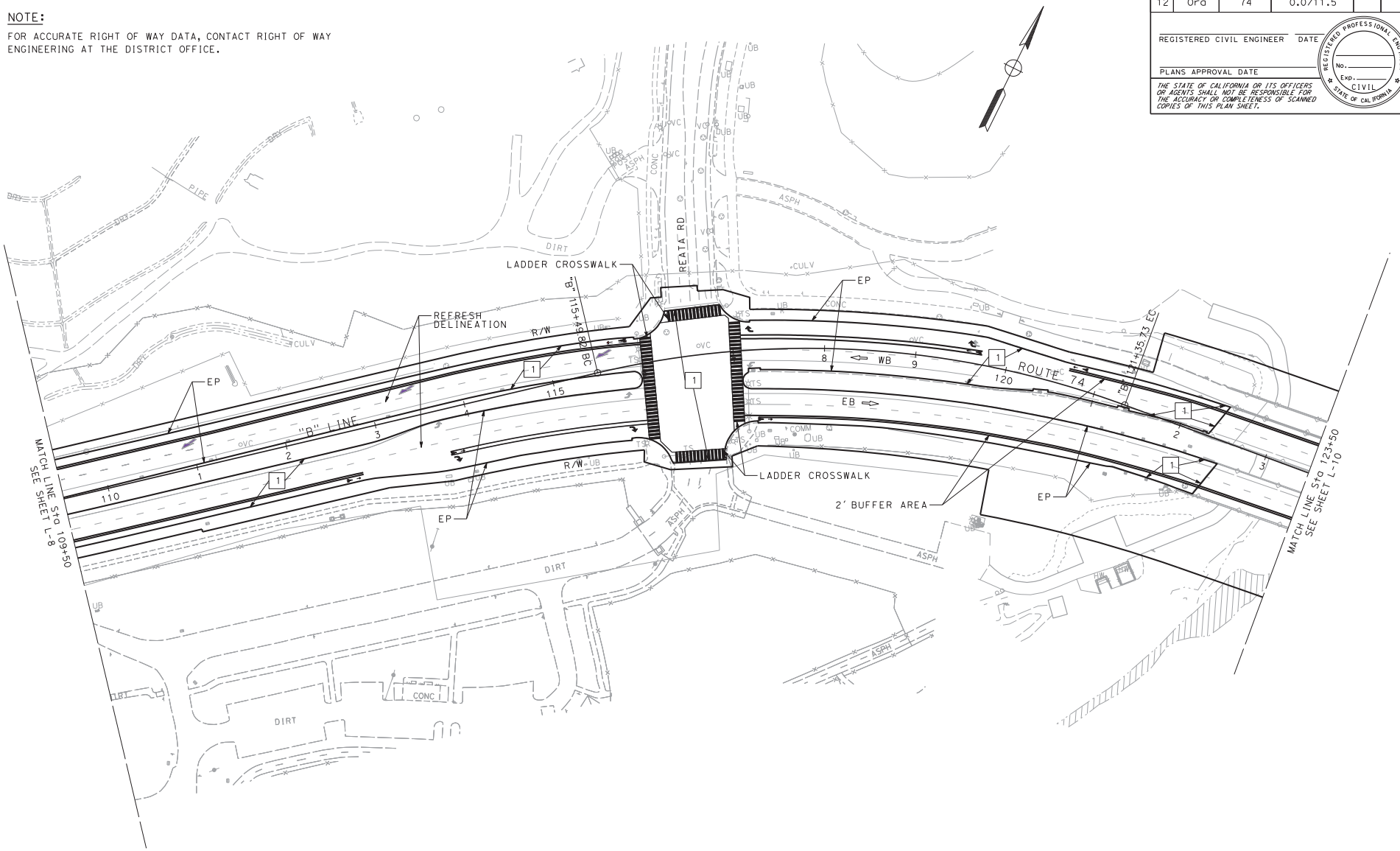
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-9**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:39 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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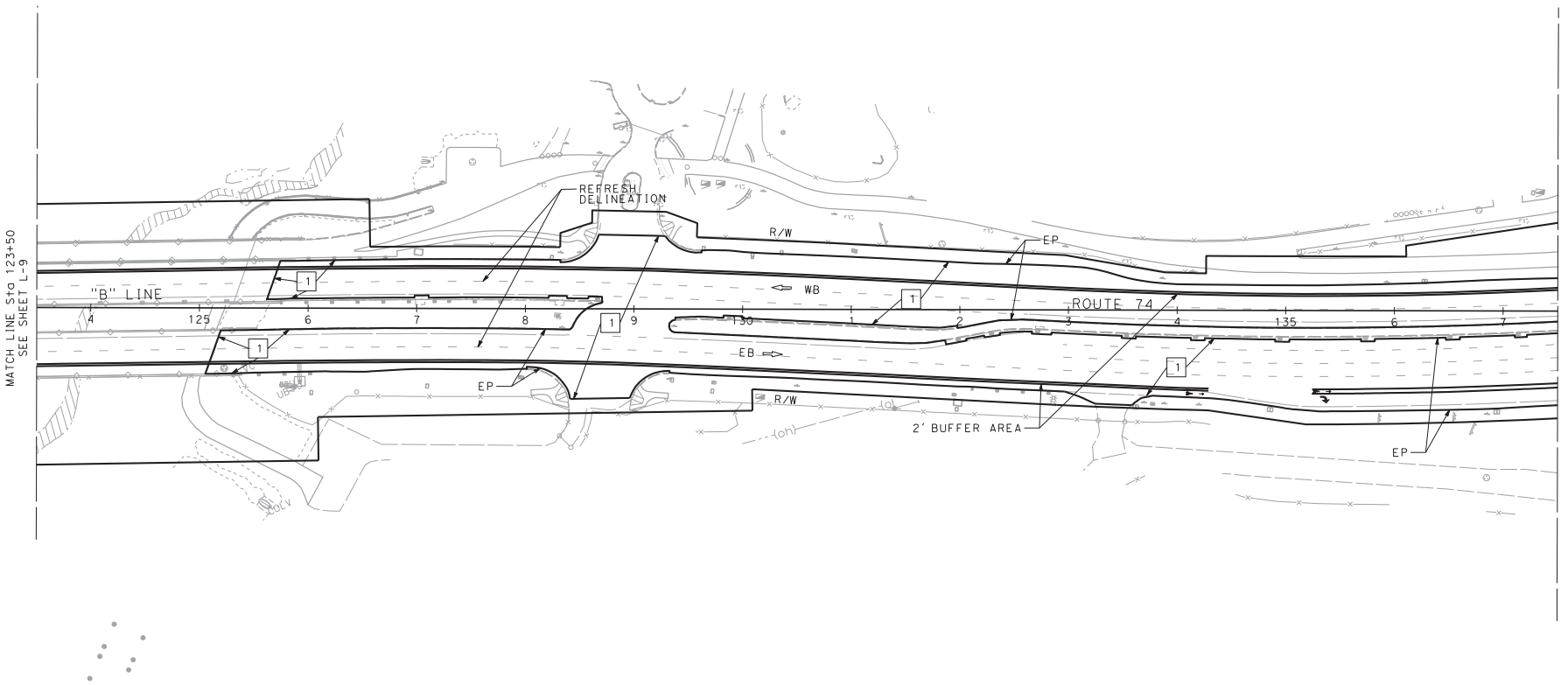
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

L-10

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:40 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea010.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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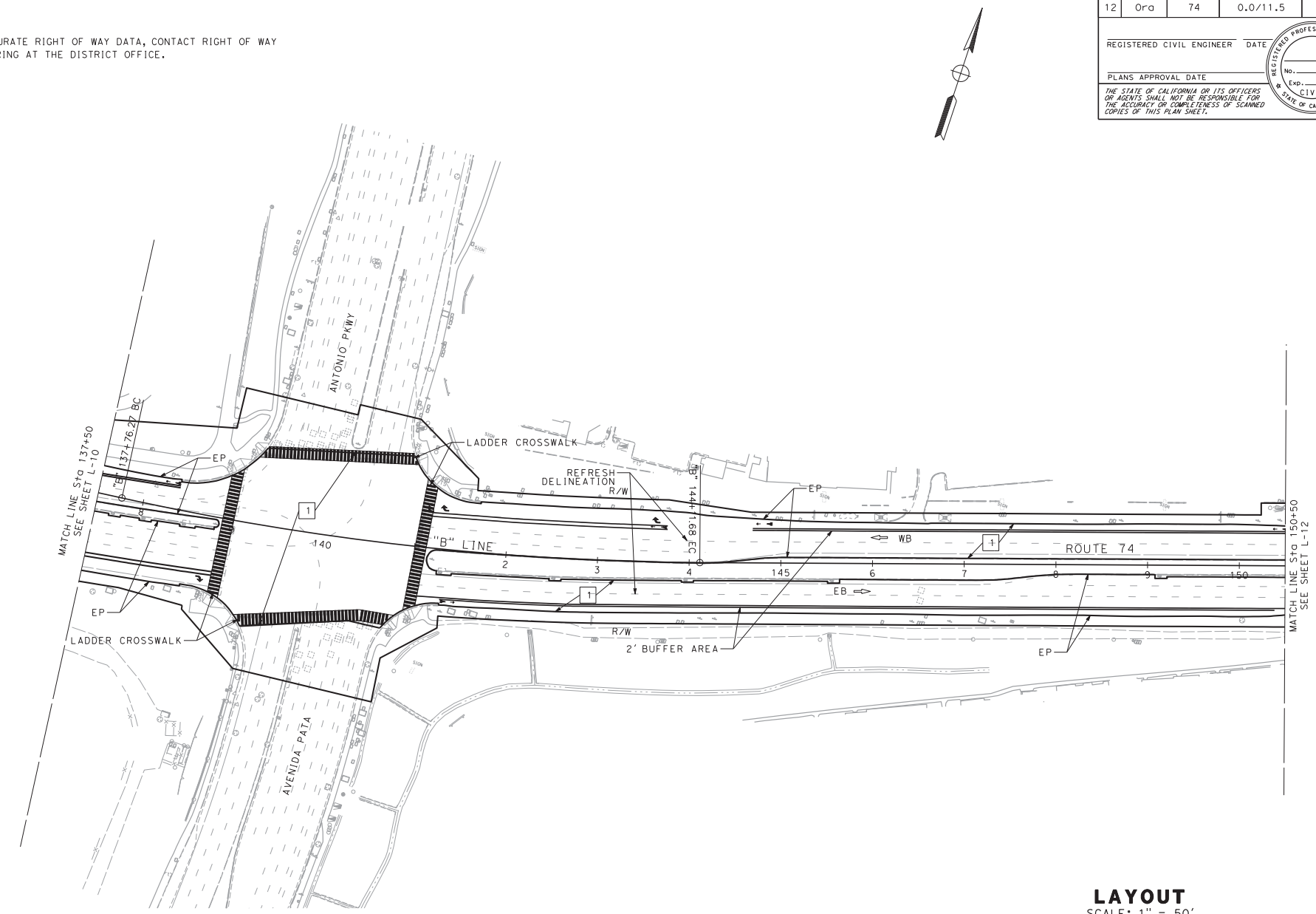
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-11**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI |
| | | | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:41 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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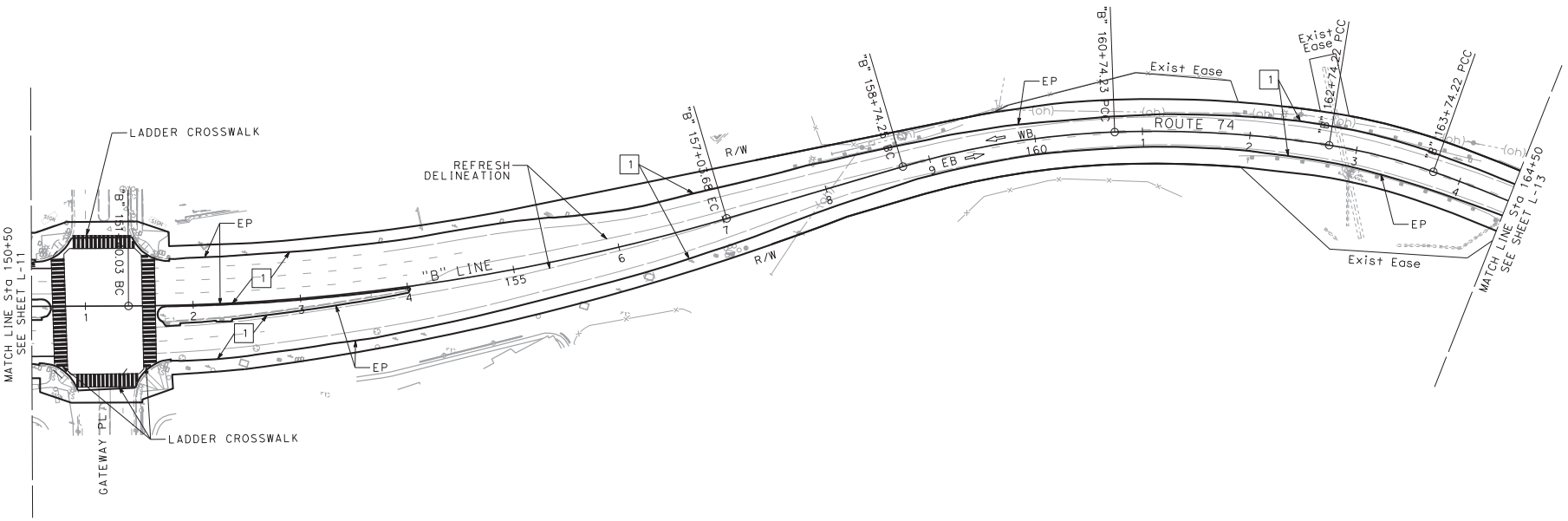
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**

SCALE: 1" = 50'

**L-12**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | MICHAEL ARDEHALLI | REVISED BY | DATE REVISED |
|---|---|---|---|---|---|
| Caltrans DESIGN A | JOSEPH LEE | CHECKED BY | | | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:41 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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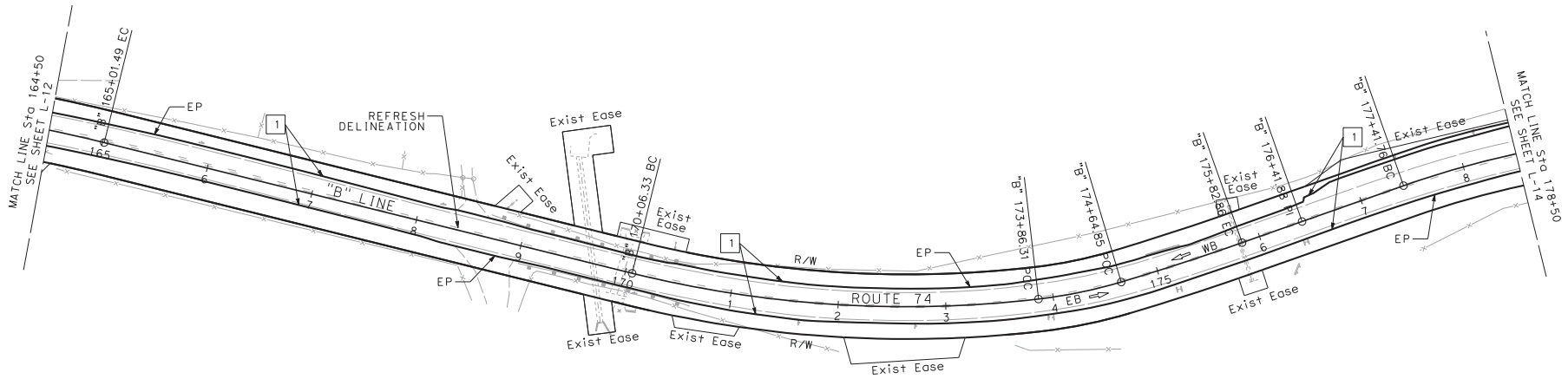


**LAYOUT**
SCALE: 1" = 50'

**L-13**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | |
| | | CHECKED BY | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:42 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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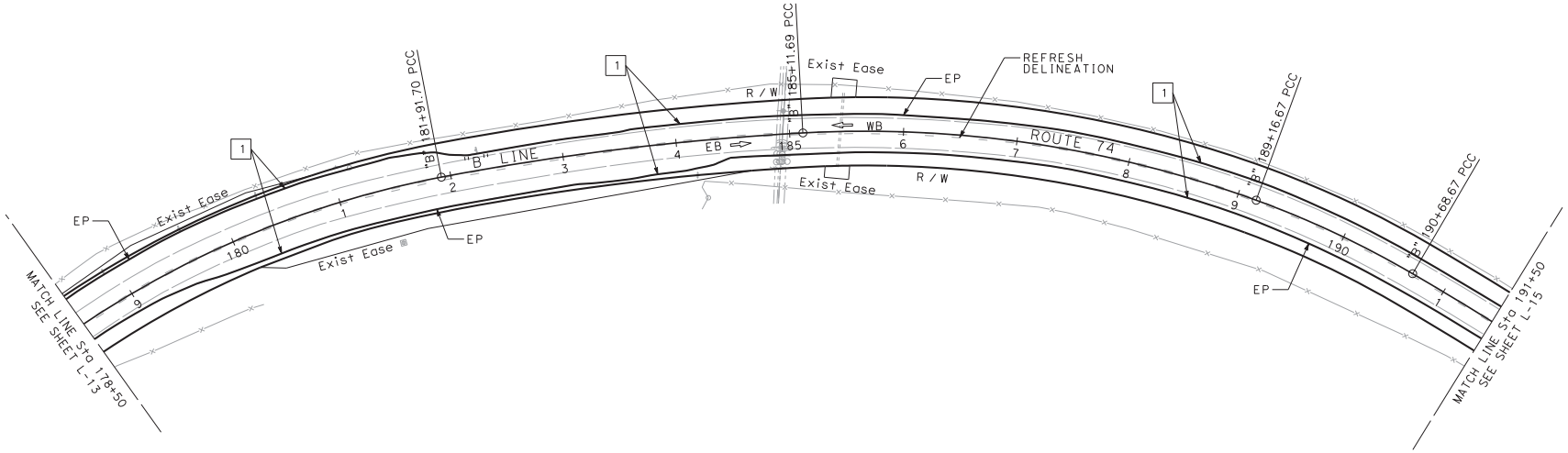
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

MICHAEL ARDEHALLI

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 10/29/2025

TIME PLOTTED => 3:07:43 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\12190000720ea014.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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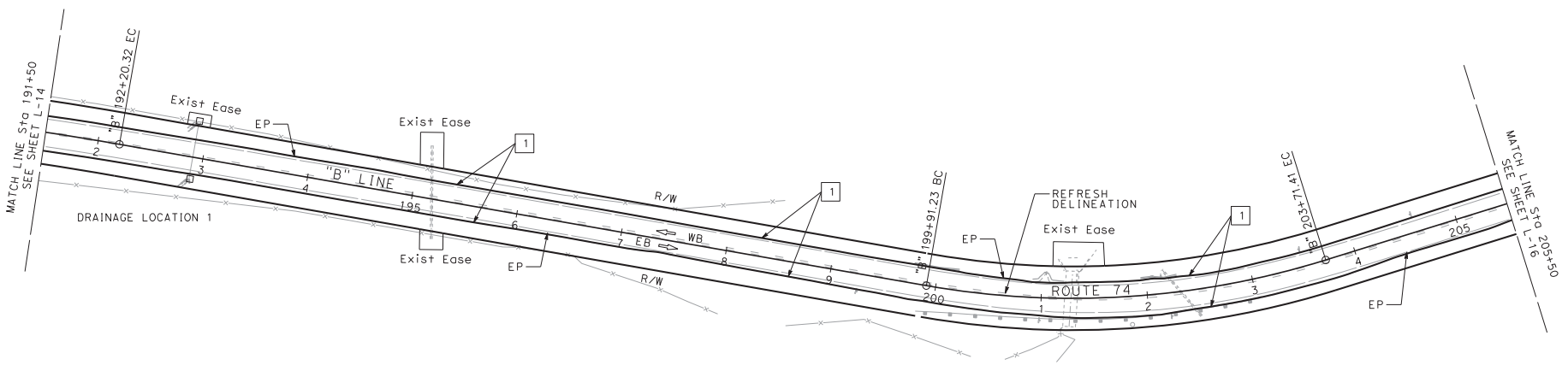
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-15**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | | |
| | | CHECKED BY | | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:44 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\12190000720a015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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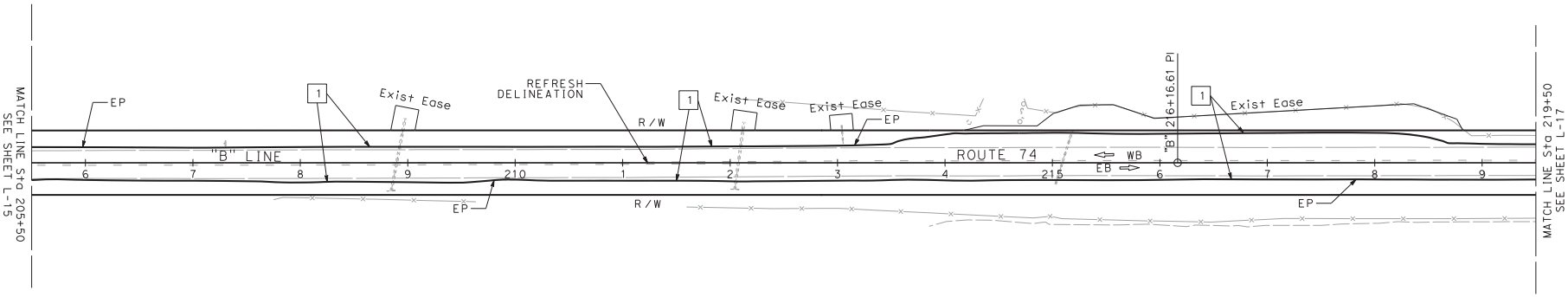
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-16

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:44 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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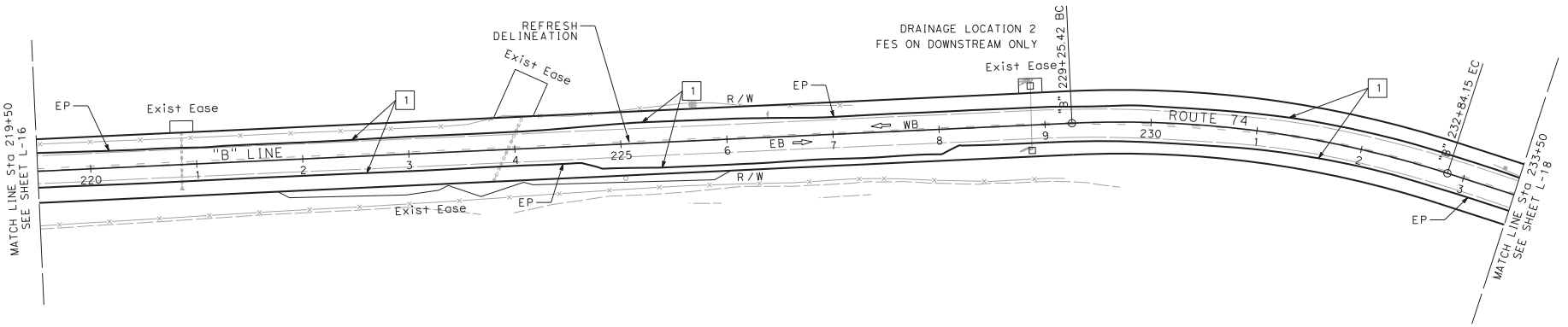



**LAYOUT**
SCALE: 1" = 50'

L-17

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:45 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

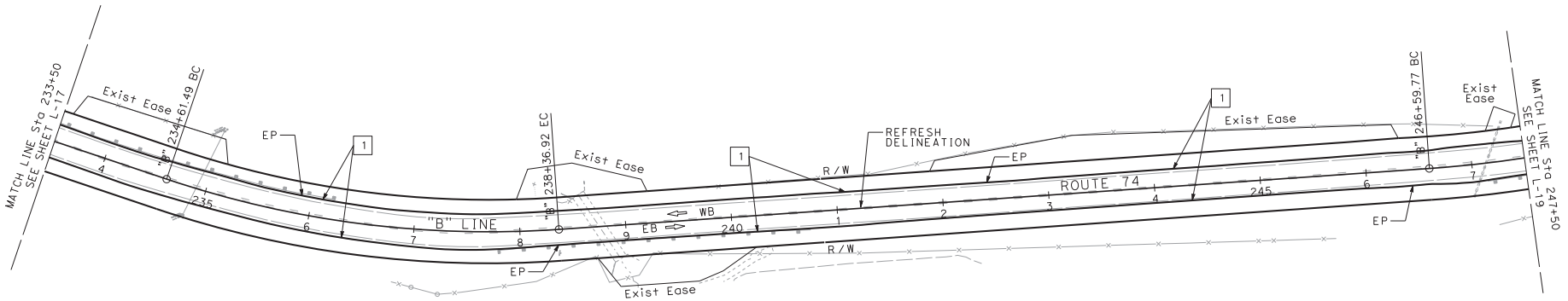
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-18**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:46 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a018.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2992
PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

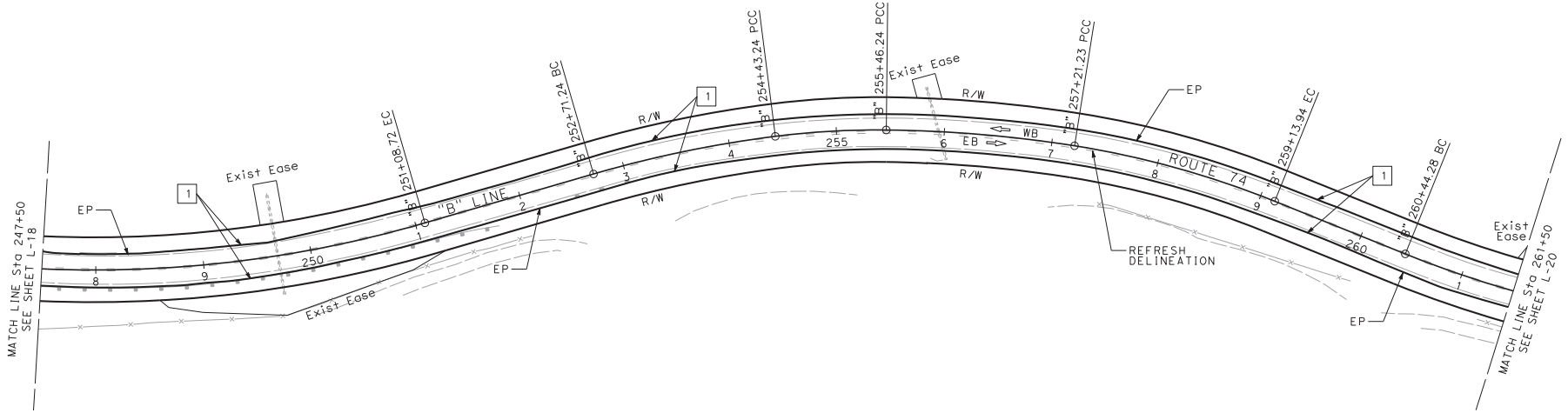
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**

SCALE: 1" = 50'

**L-19**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | MICHAEL ARDEHALLI | REVISED BY |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | | DATE REVISED |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:46 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea019.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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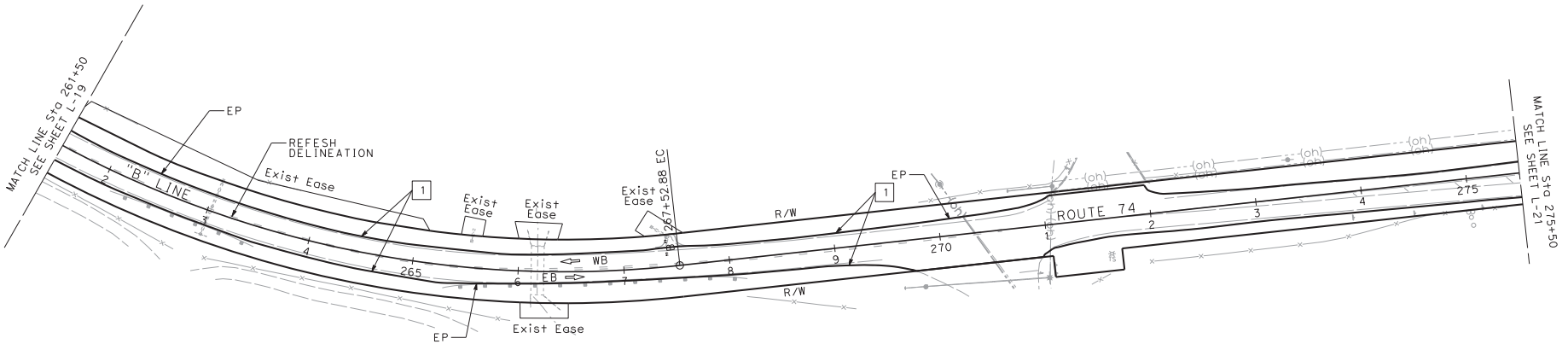
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-20**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | MICHAEL ARDEHALLI | REVISED BY |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:47 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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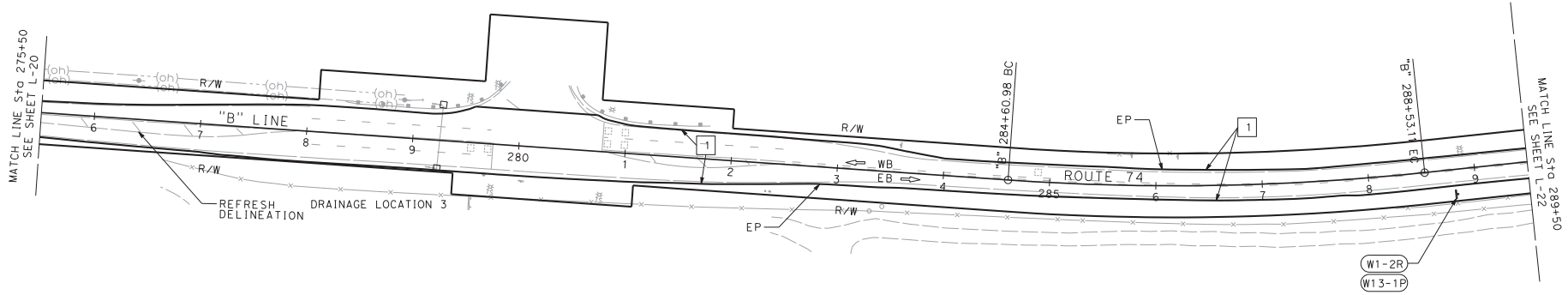
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-21**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| Caltrans DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:48 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea021.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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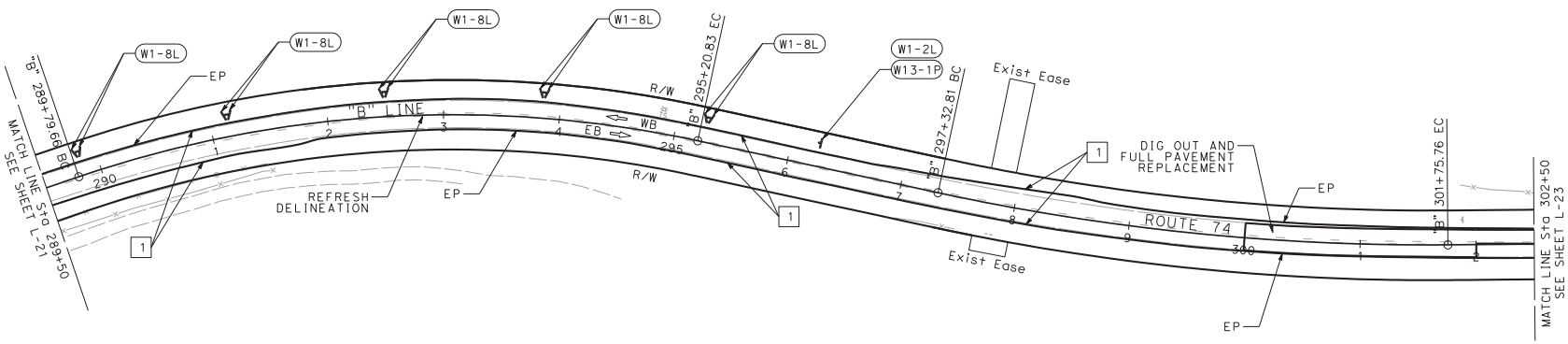
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR: JOSEPH LEE | CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI | CHECKED BY | REVISED BY | DATE REVISED

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:48 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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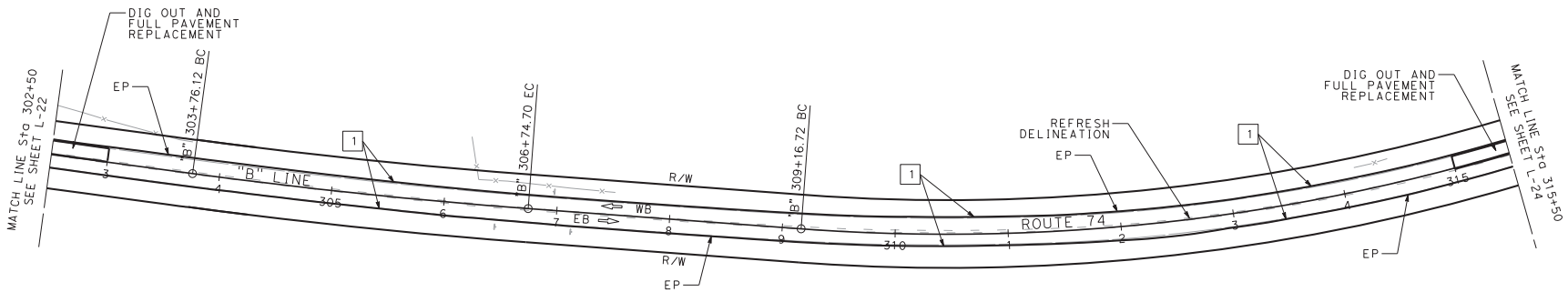
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**

SCALE: 1" = 50'

**L-23**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:49 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea023.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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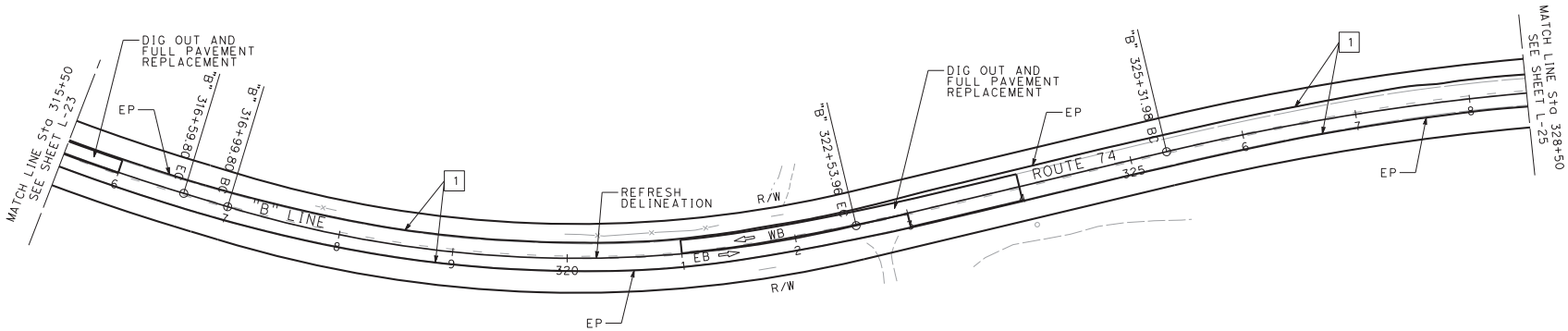
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 10/29/2025

TIME PLOTTED => 3:07:50 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\12190000720a024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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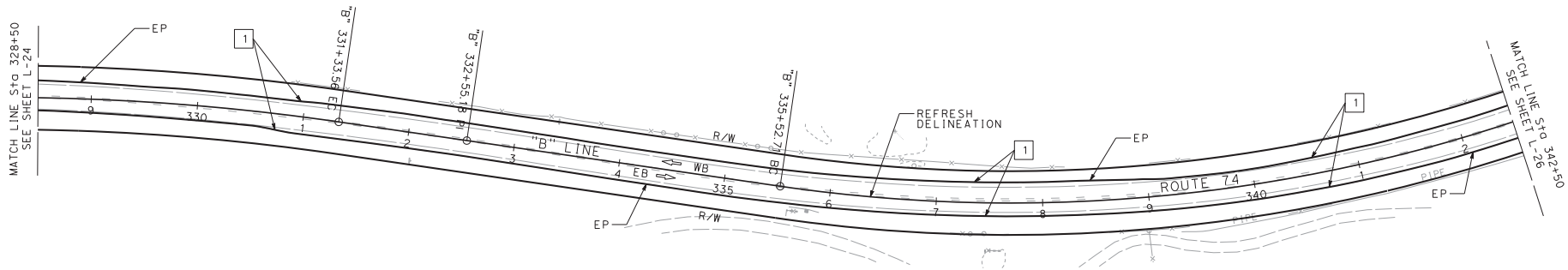


**LAYOUT**
SCALE: 1" = 50'

**L-25**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:51 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea025.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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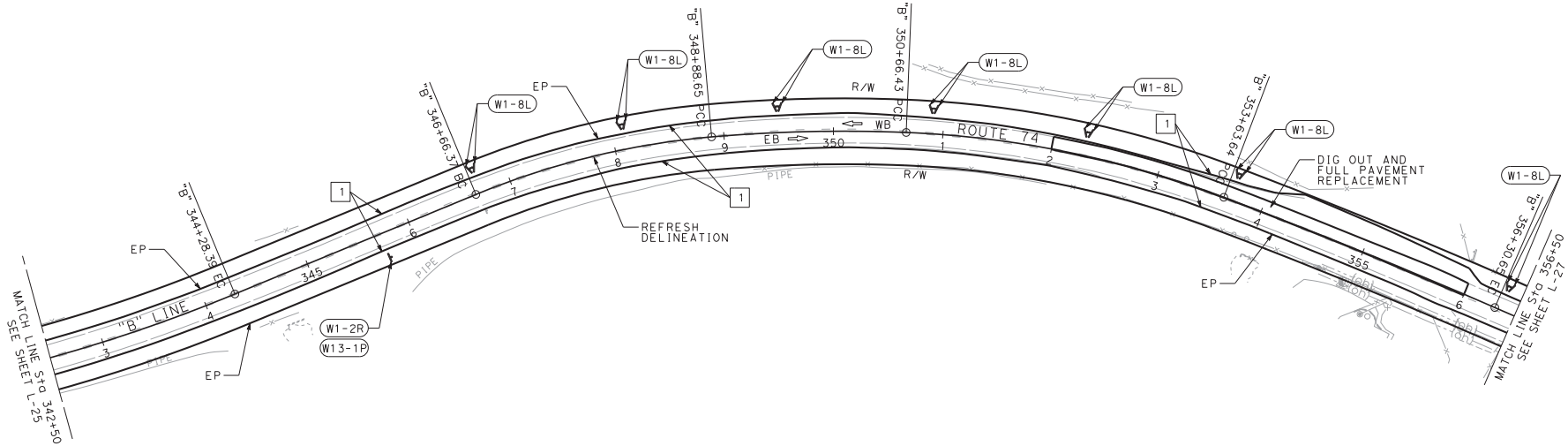


**LAYOUT**

SCALE: 1" = 50'

**L-26**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | MICHAEL ARDEHALLI | REVISED BY | DATE REVISED |
|---|---|---|---|---|---|
| Caltrans | JOSEPH LEE | CHECKED BY | | | |
| DESIGN A | | | | | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:51 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a026.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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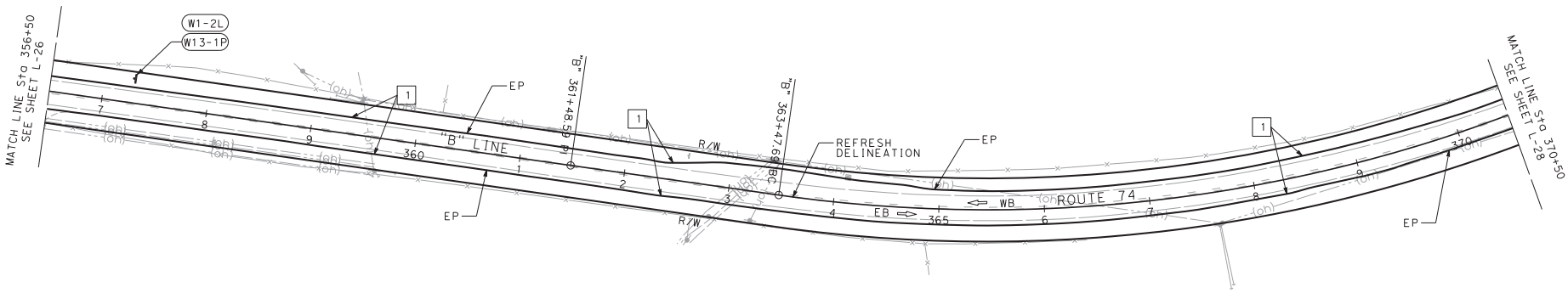


**LAYOUT**
SCALE: 1" = 50'

**L-27**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:52 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea027.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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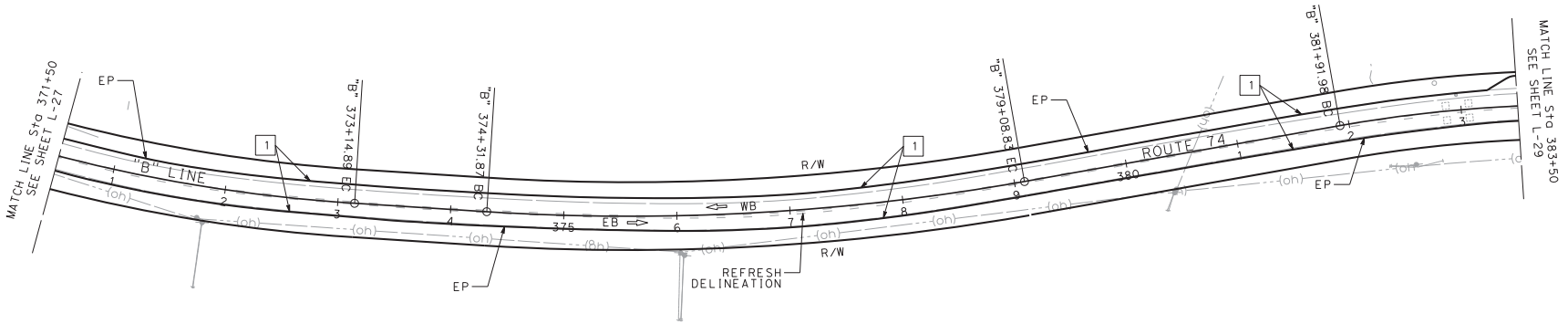
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-28**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:53 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a028.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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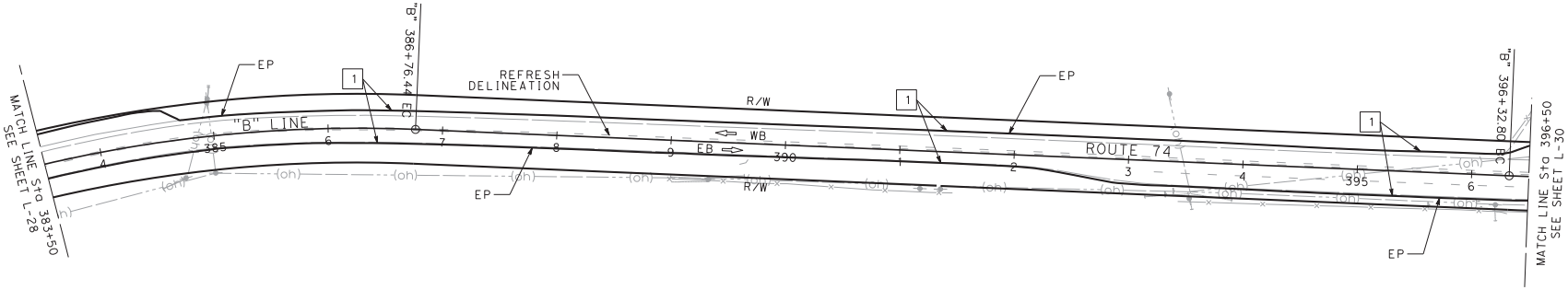


## LAYOUT

SCALE: 1" = 50'

L-29

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | DATE REVISED |
| | | CHECKED BY | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:53 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea029.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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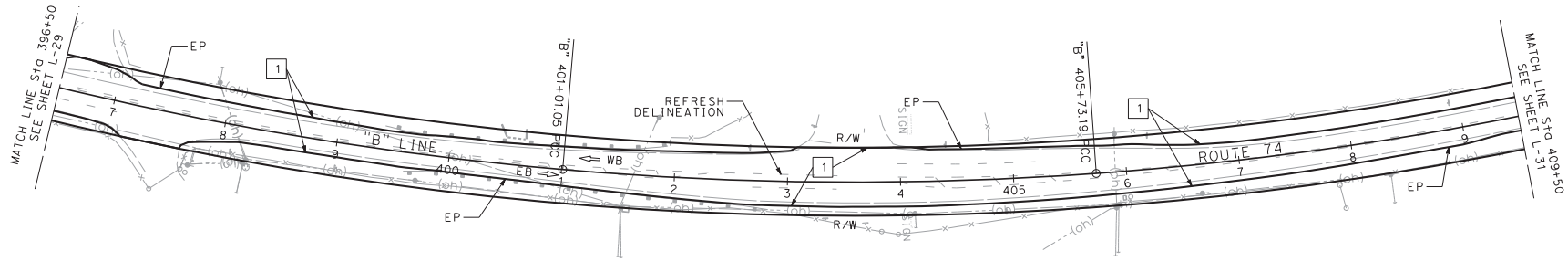


**LAYOUT**
SCALE: 1" = 50'

**L-30**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:54 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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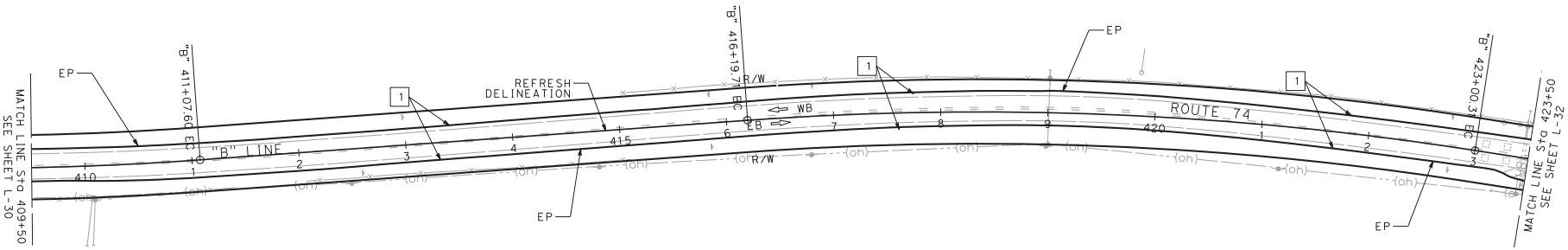


**LAYOUT**
SCALE: 1" = 50'

**L-31**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:55 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a031.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2992
PROJECT NUMBER & PHASE 12190000720

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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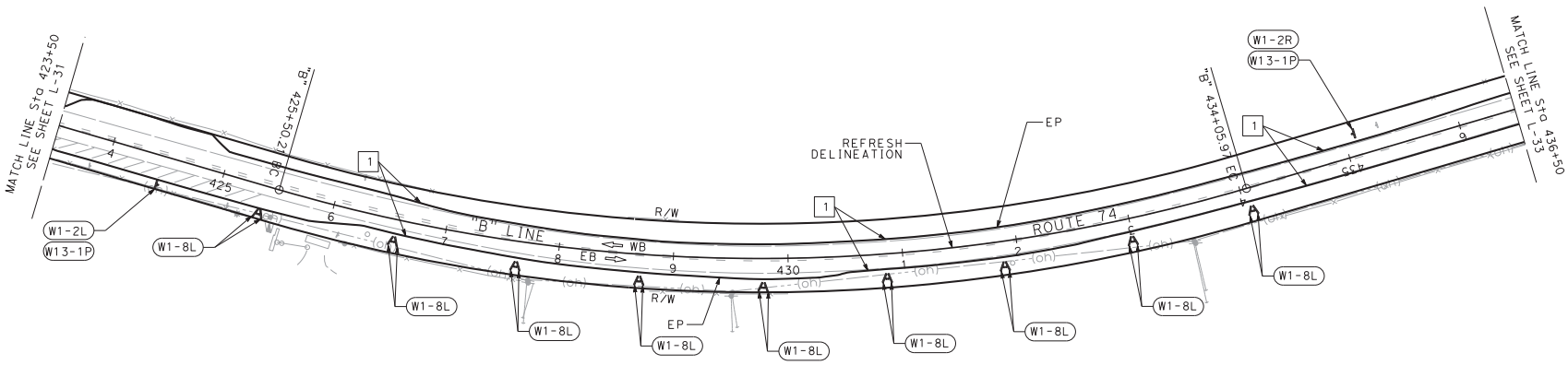


**LAYOUT**

SCALE: 1" = 50'

**L-32**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | CHECKED BY | MICHAEL ARDEHALLI | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:56 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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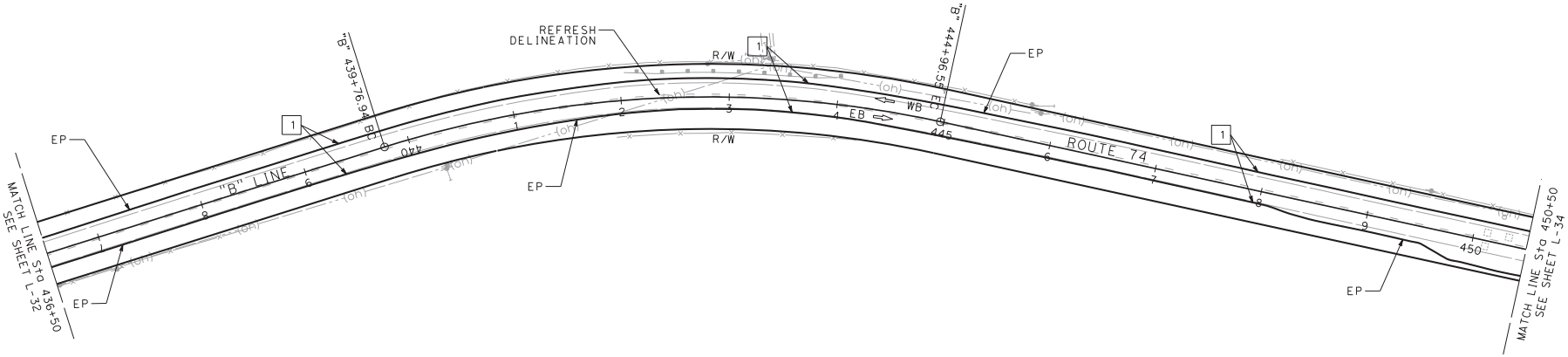



## LAYOUT

SCALE: 1" = 50'

L-33

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:56 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

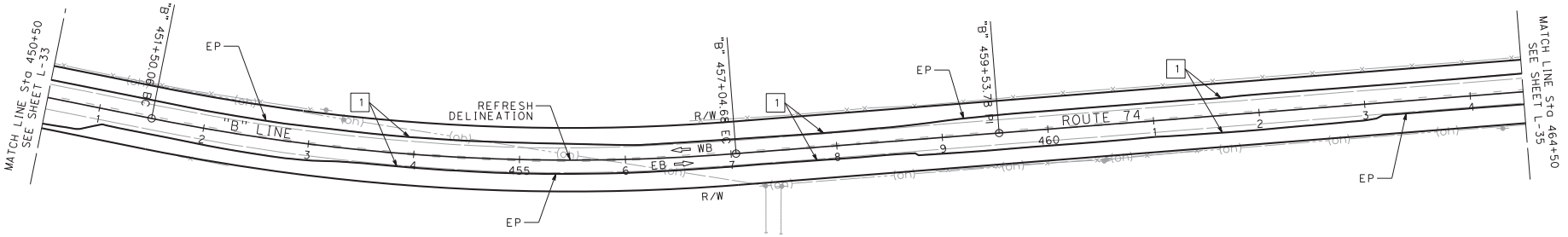
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




# LAYOUT

SCALE: 1" = 50'

L-34

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:57 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\12190000720ea034.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

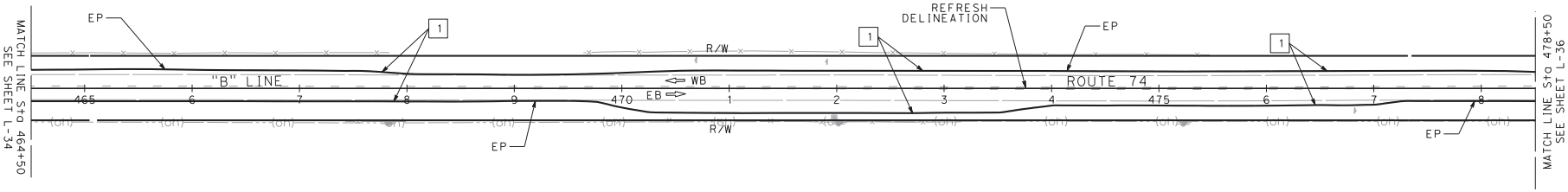
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-35**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:58 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea035.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

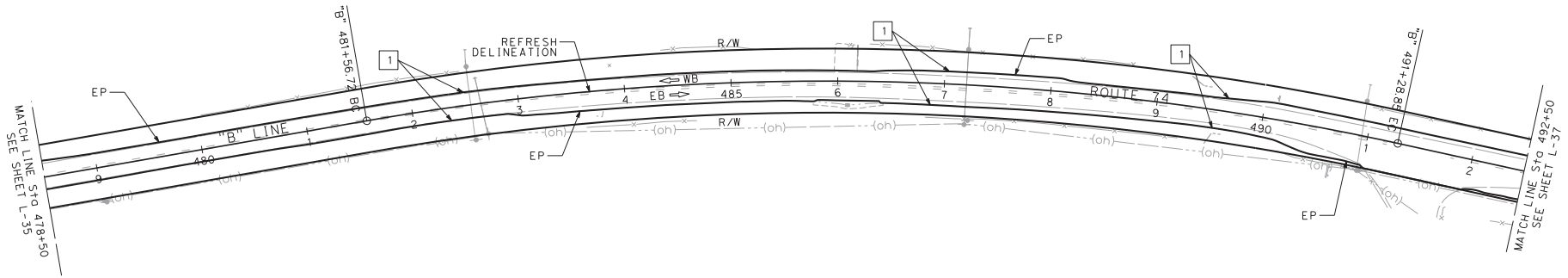
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-36

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR: JOSEPH LEE | CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI | CHECKED BY | REVISED BY | DATE REVISED

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:58 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a036.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

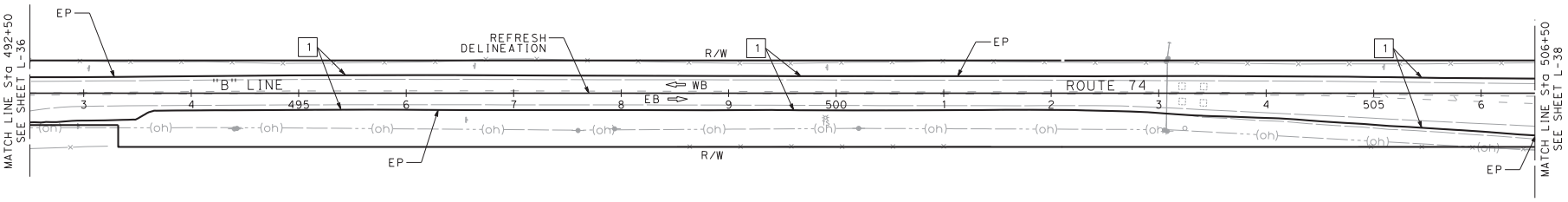
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 10/29/2025

TIME PLOTTED => 3:07:59 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\1219000072ea037.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

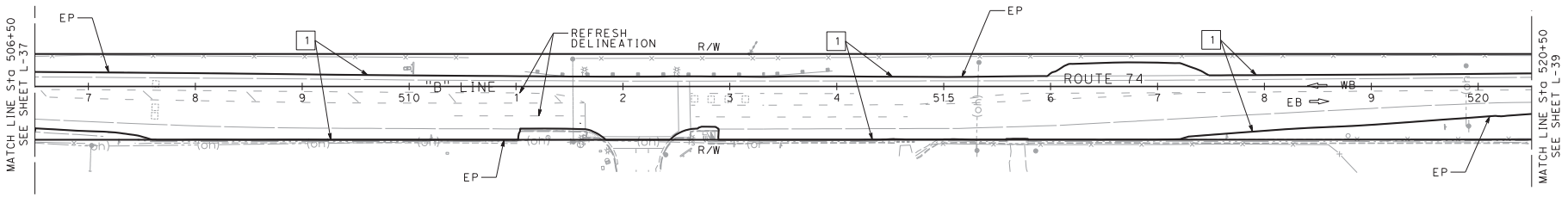
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-38**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | |
| | CHECKED BY | | DATE REVISED |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:08:00 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea038.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

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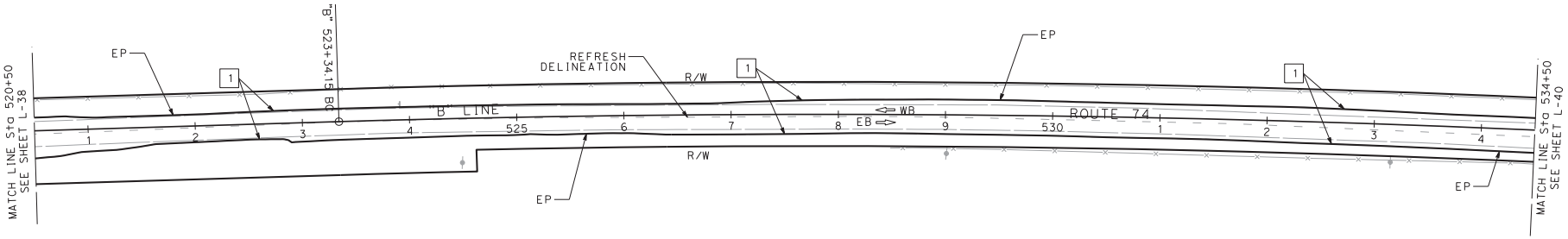
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

**L-39**

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:08:00 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\1219000072ea039.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

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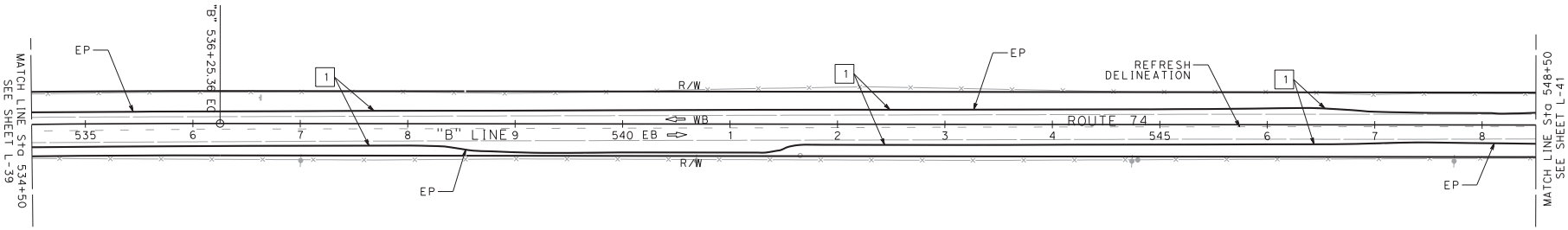


## LAYOUT

SCALE: 1" = 50'

L-40

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:08:01 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea040.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

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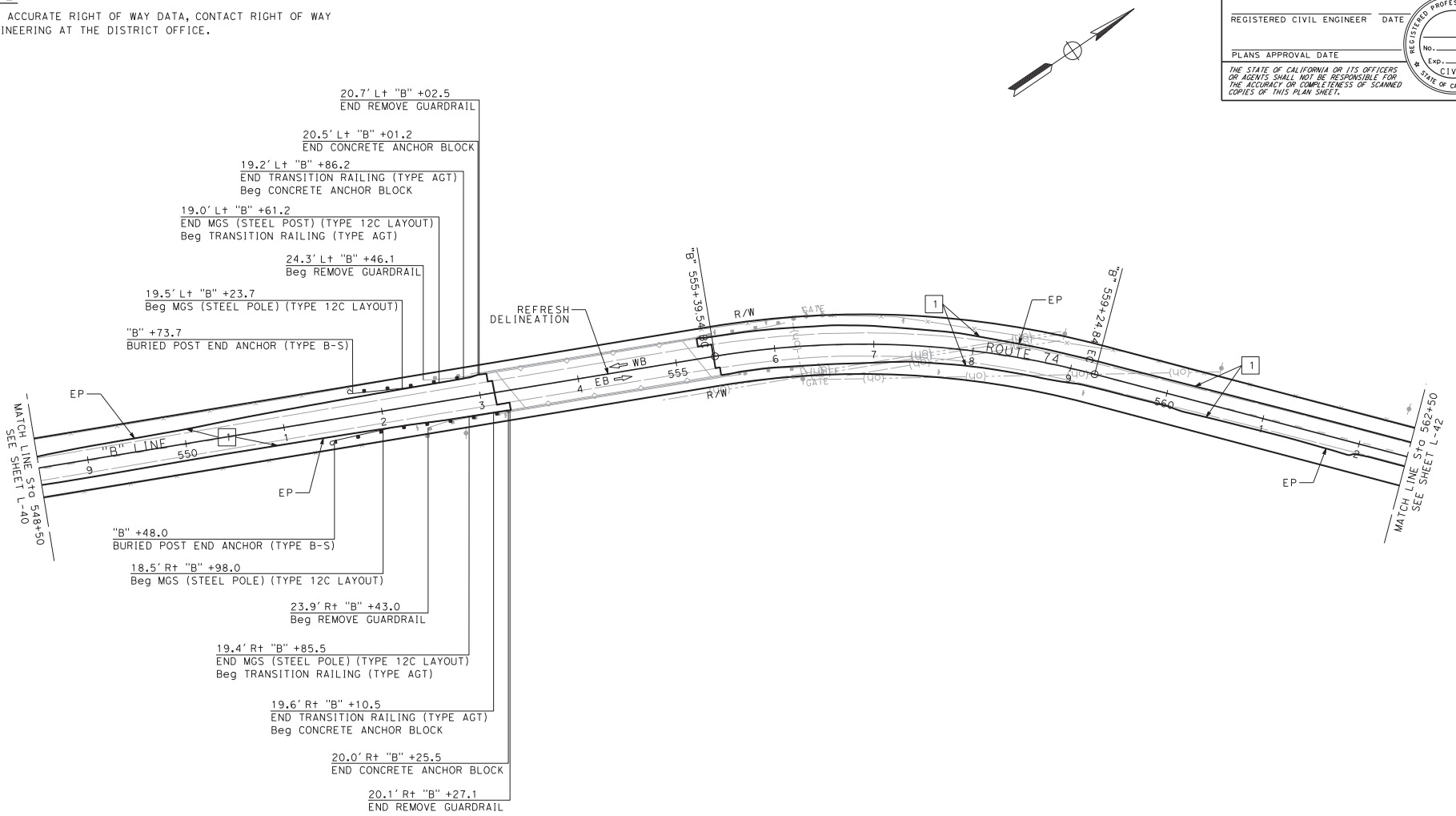
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-41

| REVISED BY | DATE REVISED |
|---|---|
| MICHAEL ARDEHALLI | |

| CALCULATED-DESIGNED BY | CHECKED BY |
|---|---|

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00

DATE PLOTTED => 10/29/2025

TIME PLOTTED => 3:08:02 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\1219000072ea041.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

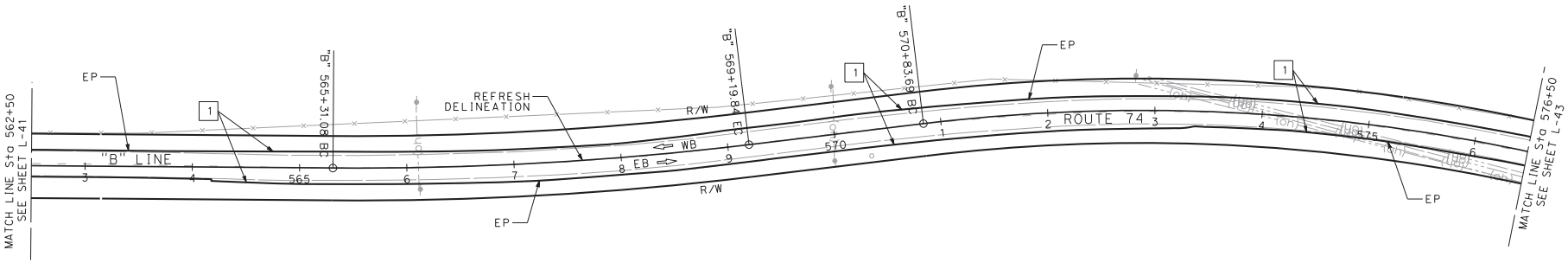
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-42

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:08:02 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a042.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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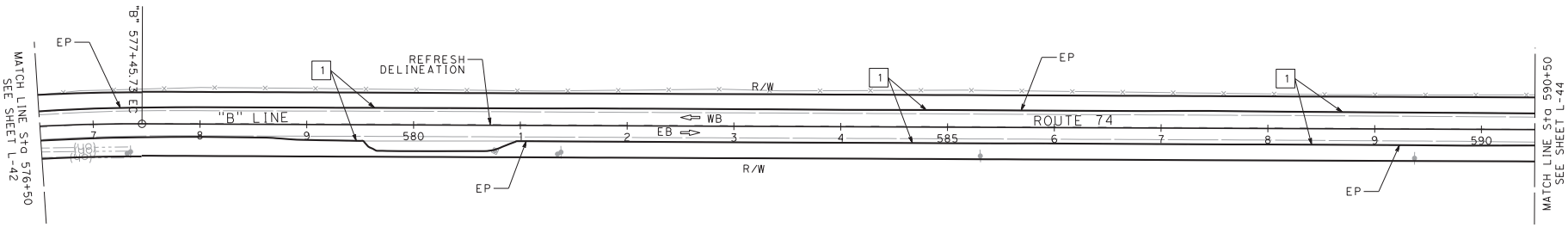
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




## LAYOUT

SCALE: 1" = 50'

L-43

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:08:03 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea043.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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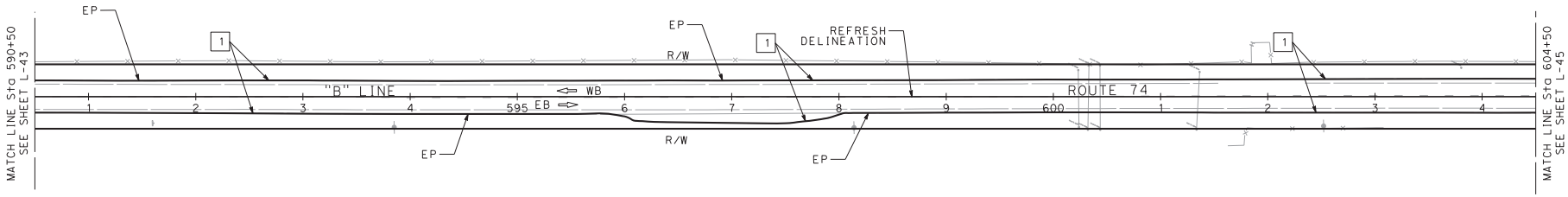
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.




**LAYOUT**
SCALE: 1" = 50'

L-44

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:08:04 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000072ea044.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

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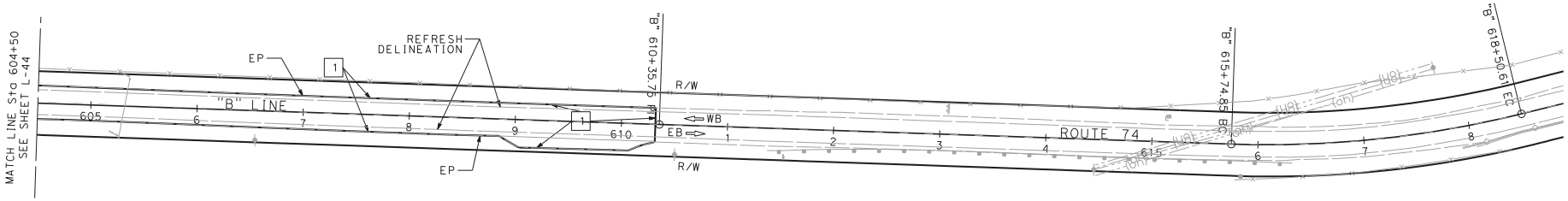



## LAYOUT

SCALE: 1" = 50'

L-45

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY | DATE REVISED |
|---|---|---|---|---|
| DESIGN A | JOSEPH LEE | MICHAEL ARDEHALLI | CHECKED BY | |

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:08:05 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\1219000072ea045.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

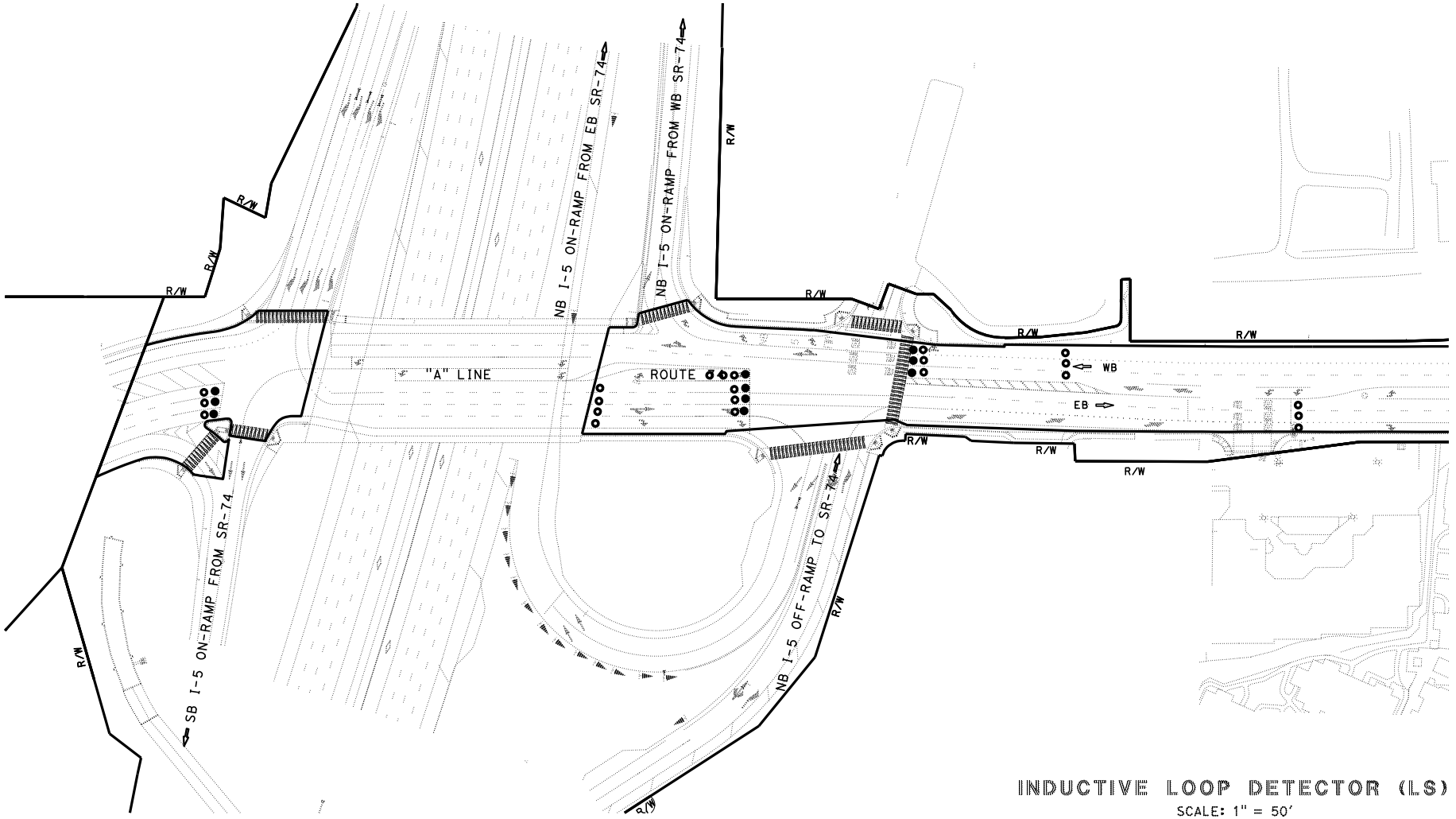
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF DATA SHOWN ON THESE PLANS

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-1

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

BORDER LAST REVISED 7/2/2010 | USERNAME = X345A6QE | DGN FILE = X:\12190000721\e0001.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

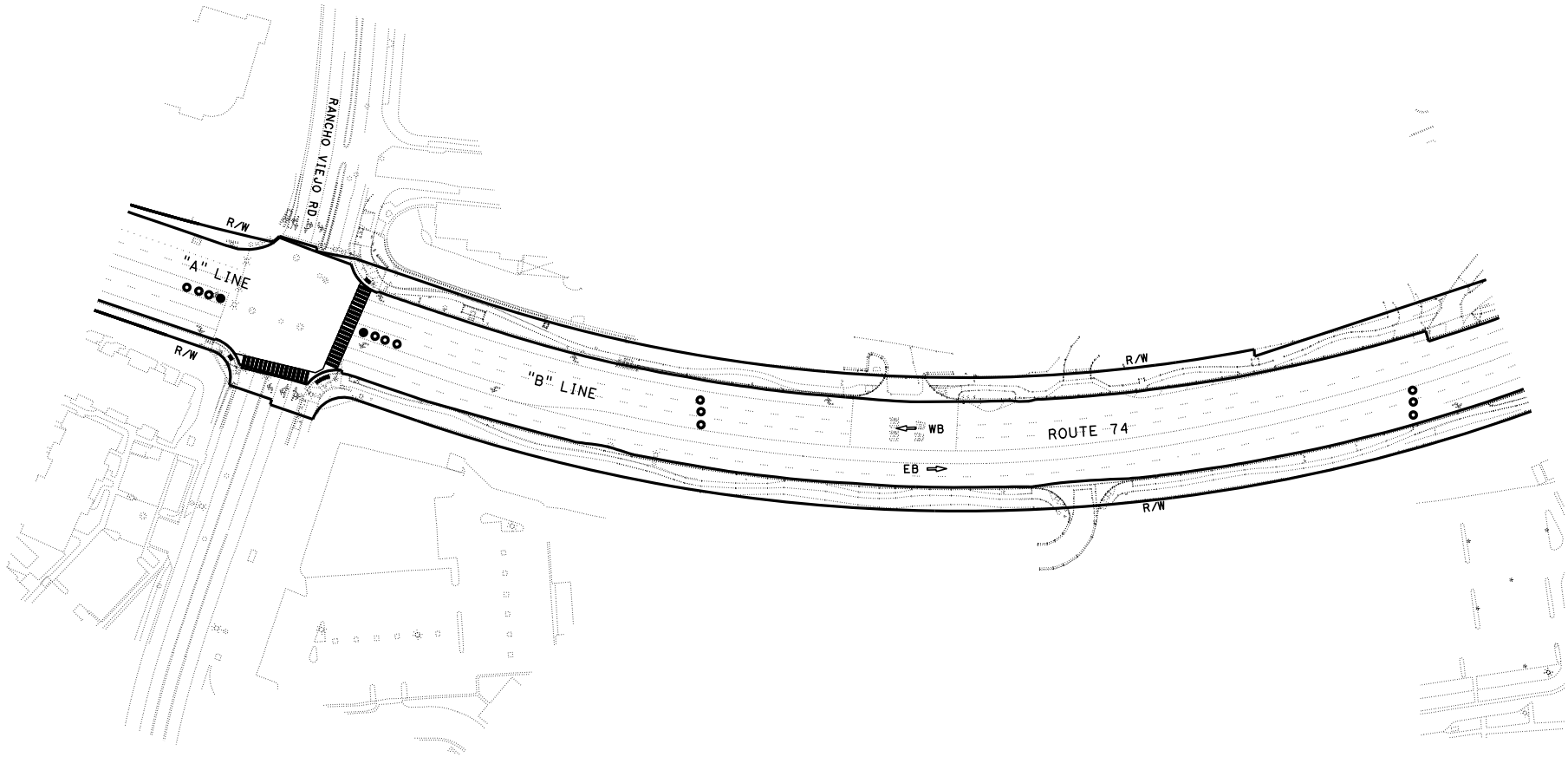
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE SEAL OR STAMP IS ONLY VALID WHEN IT IS AFFIXED TO THE LATEST REVISION OF THESE PLANS

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-2

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

FUNCTIONAL SUPERVISOR: MERWIN FULLERTON
CALCULATED/DESIGNED BY: MOHAMAD HEYARI
CHECKED BY:
REVISED BY:
DATE REVISED:

BORDER LAST REVISED 7/2/2010
USERNAME = MHEYARI
DGN FILE = D:\12190000721\ea0002.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 3024
PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE POSTED = 12-30-2009
CO-OP DATE POSTED = 1-19-2010

**NOTES:**

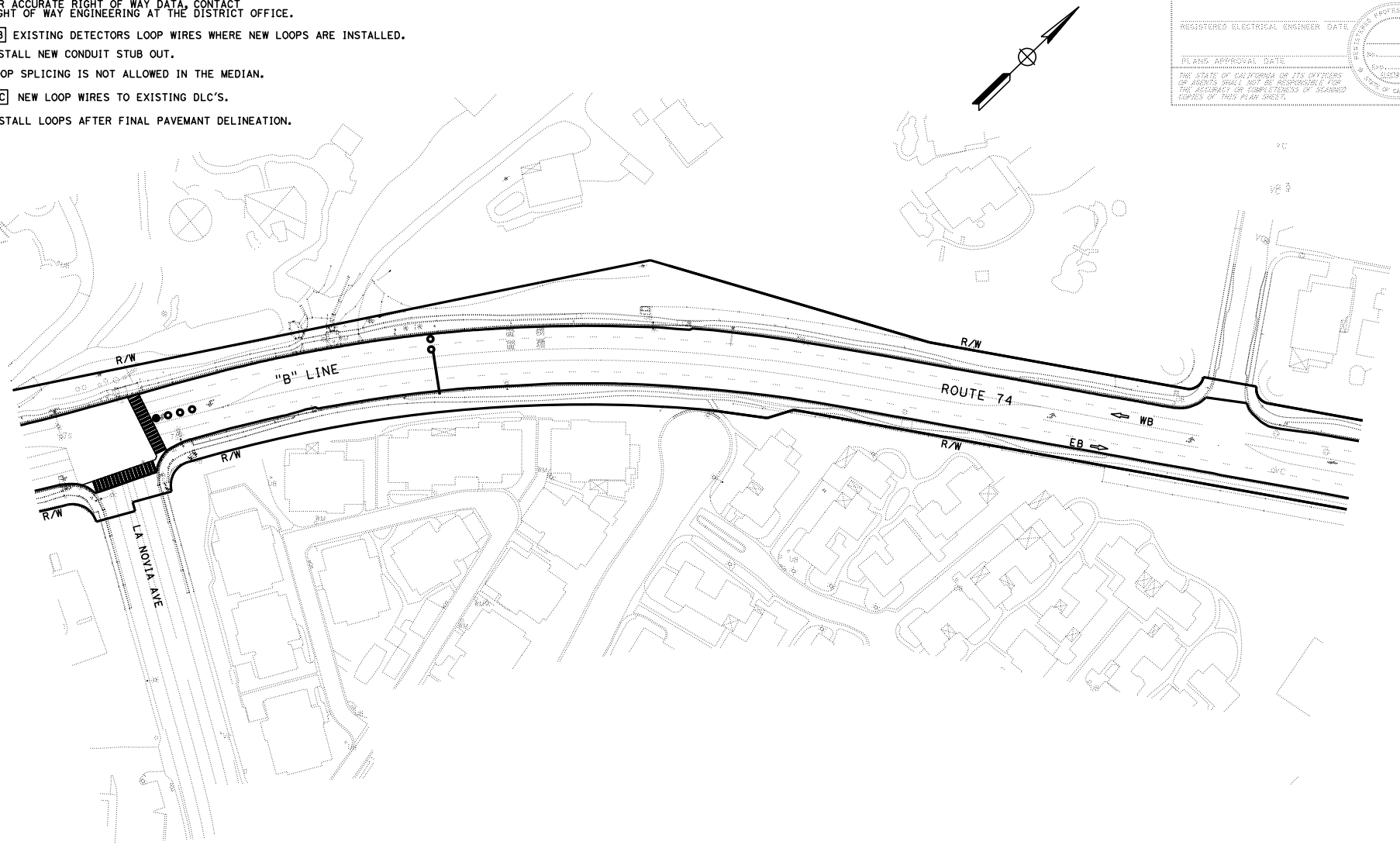
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE SEAL OR STAMP IS ON FILE IN THE OFFICE OF AND WAS AFFIXED PURSUANT TO THE AUTHORITY OF THE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, STATE OF CALIFORNIA




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-3

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
MERVIN FULLENWIDER
FUNCTIONAL SUPERVISOR
CALCULATED/DESIGNED BY
CHECKED BY
MOHAMAD HEYARI
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME = s3648406
DGN FILE = D:\12190000721\ss0003.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 3024
PROJECT NUMBER & PHASE 12190000721

**NOTES:**

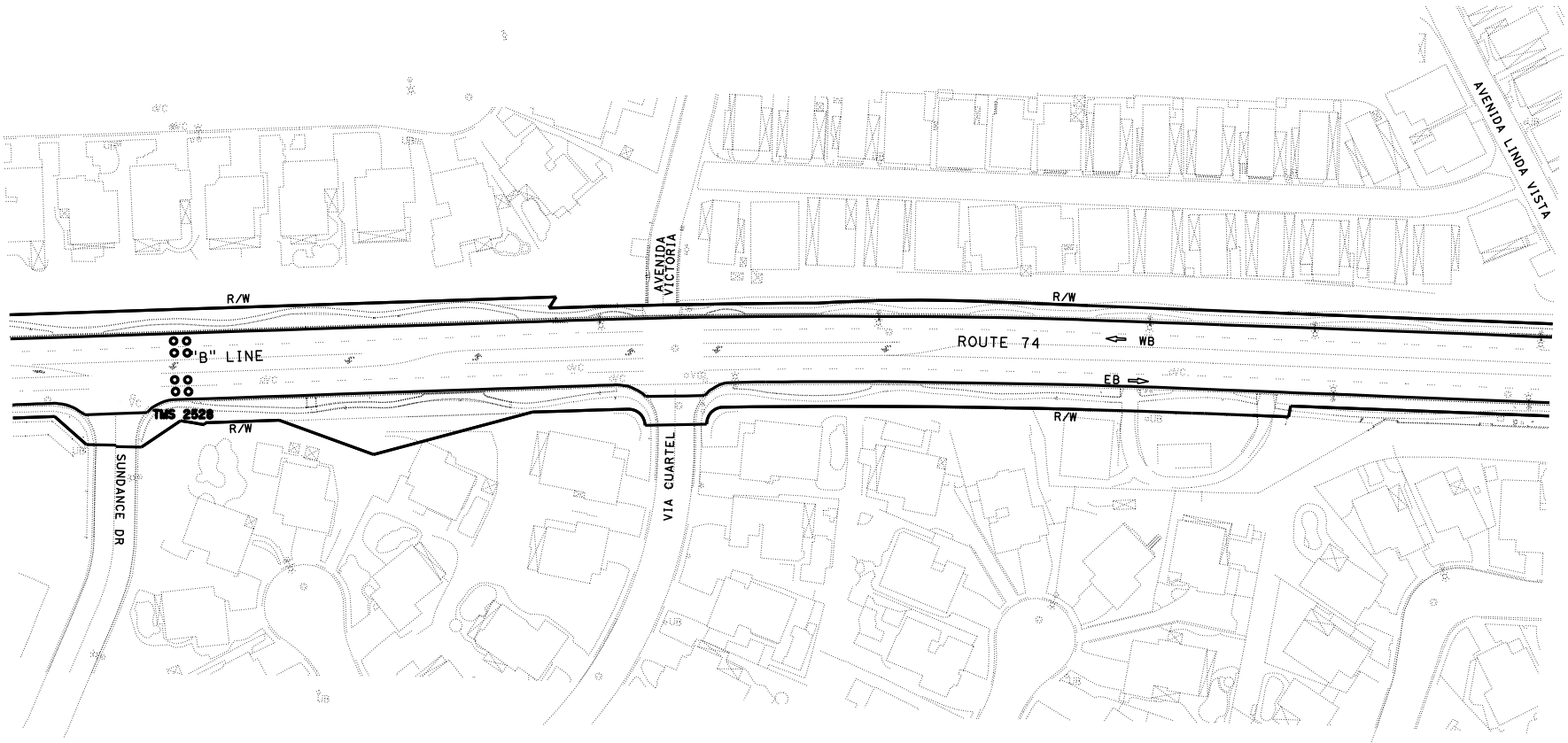
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR CONVERSION OF DATA IN ELECTRONIC FORMAT FILES.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-4

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
DESIGNED BY: MOHAMAD MEHTARI
CALCULATED/DESIGNED BY:
CHECKED BY:
FUNCTIONAL SUPERVISOR:
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = X545406 | DGN FILE = I:\12190000721\ed004.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE PLOTTED = 23-MAY-2008
ADDENDUM TIME PLOTTED = 13:12

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

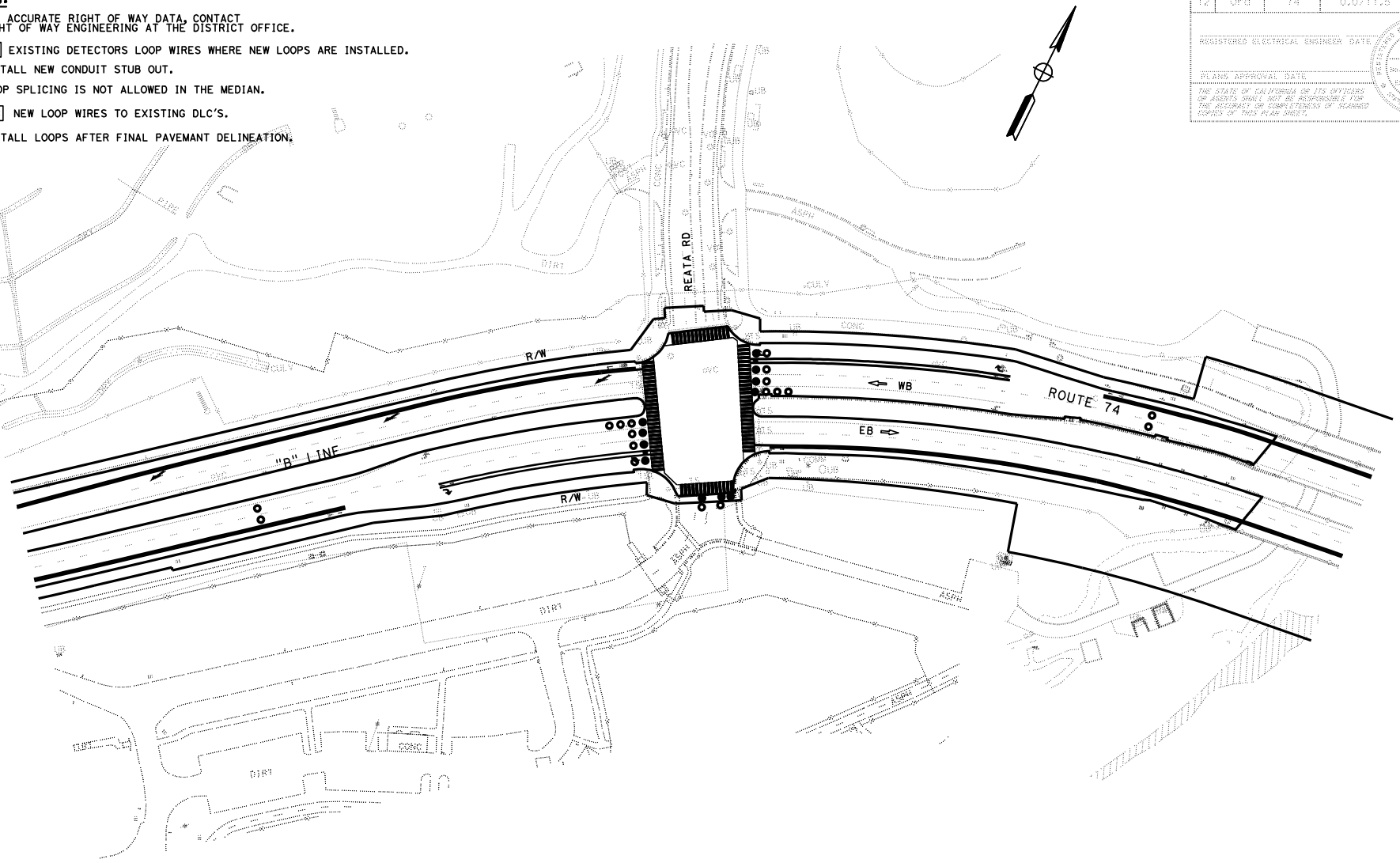
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

THE STATE OF CALIFORNIA ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR CONVERSION OF DATA NOT SHOWN ON THE ORIGINAL MEDIUM OR COMPUTER FILES.

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-5

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

REVISED BY | DATE REVISED | CALCULATED/DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR | MORVIN FULLENWIDER

BORDER LAST REVISED 7/2/2010 | USERNAME = X6548606 | DGN FILE = X:\12190000721\ea0005.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

PLOT SCALE = 1.000 '/ INCH
PLOT DATE = 7/25/2012

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

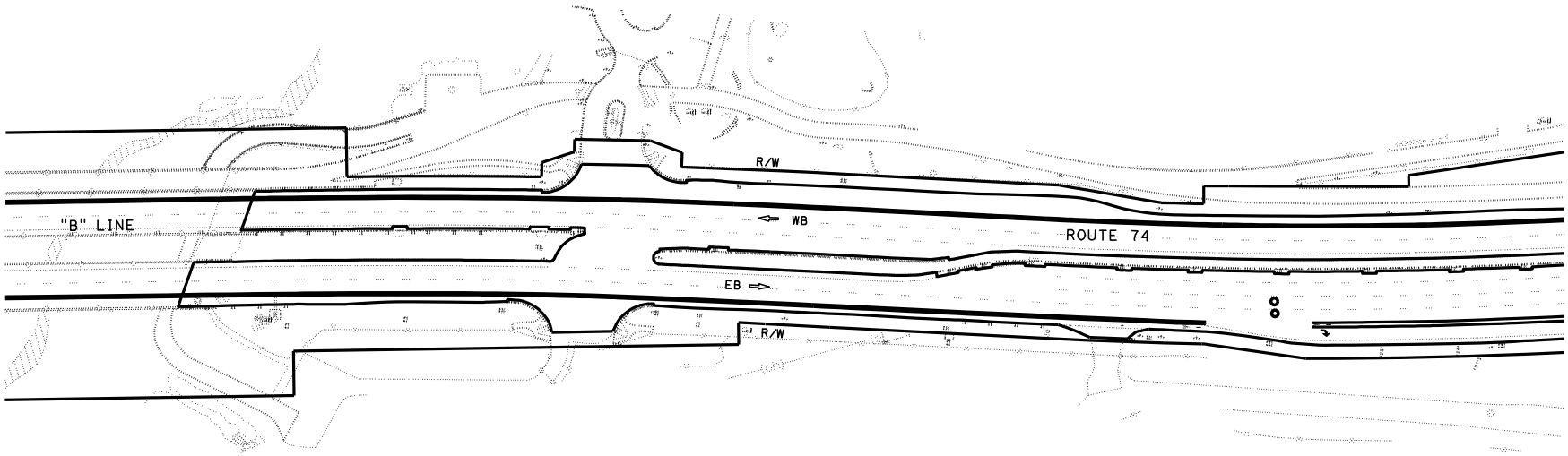
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE SEAL OR STAMP IN THIS OFFICE IS AFFIXED FOR PERMITTING PURPOSES ONLY. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-6

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR
DESIGNED BY
CALCULATED BY
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = ... | DGN FILE = ... | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 1219000721

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

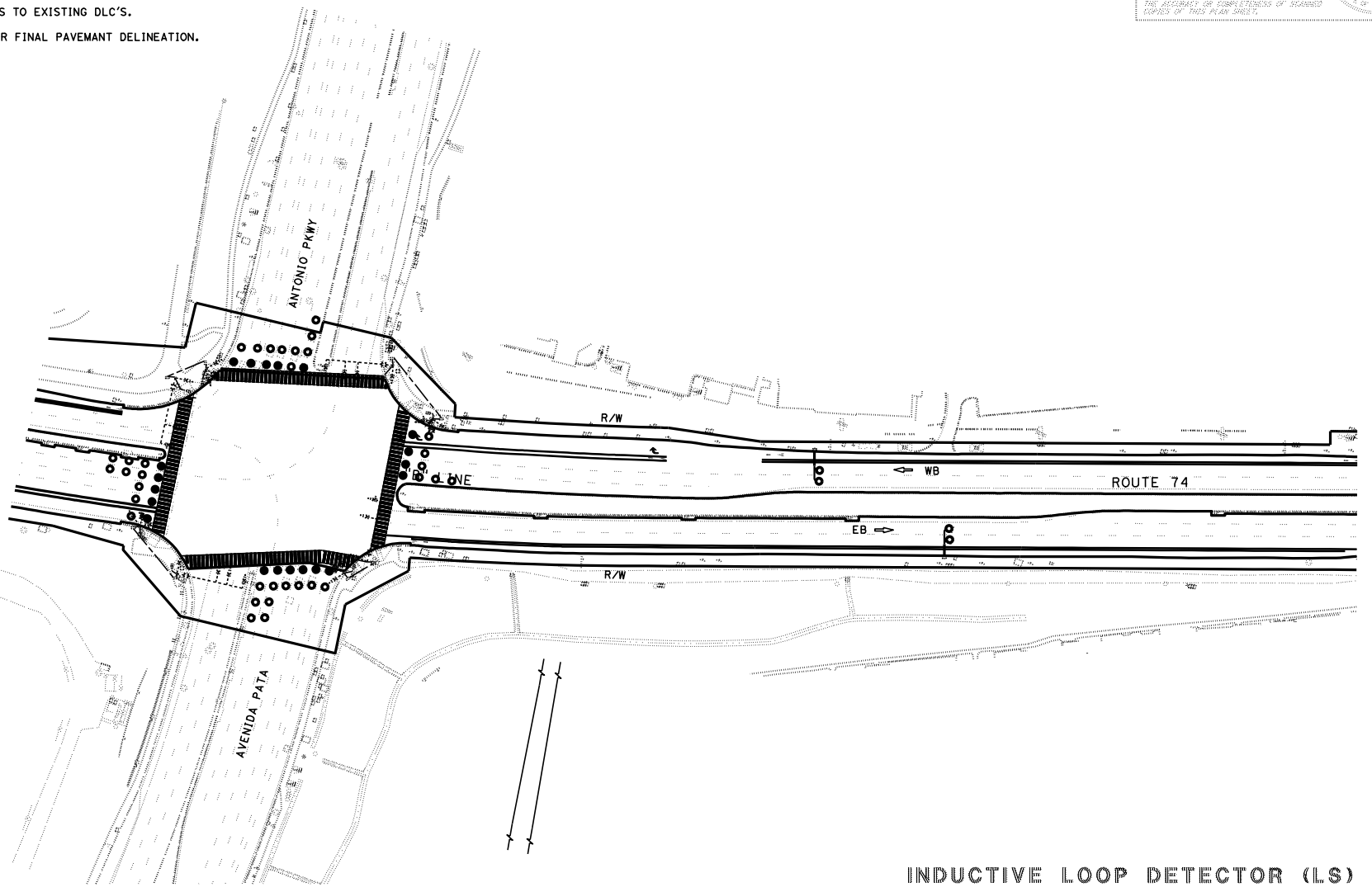
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THESE PLANS AS ARE NOT REPRODUCED ON BLUE PAPER.

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-7

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

FUNCTIONAL SUPERVISOR: MERVIN FULLEMWIDER
CALCULATED/DESIGNED BY | CHECKED BY
REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = ESALAZAR | DGN FILE = D:\12190000721\sheet07.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE PLOTTED = 12-NOV-2009
DO NOT USE DATE PLOTTED = 3-DEC-2012

**NOTES:**

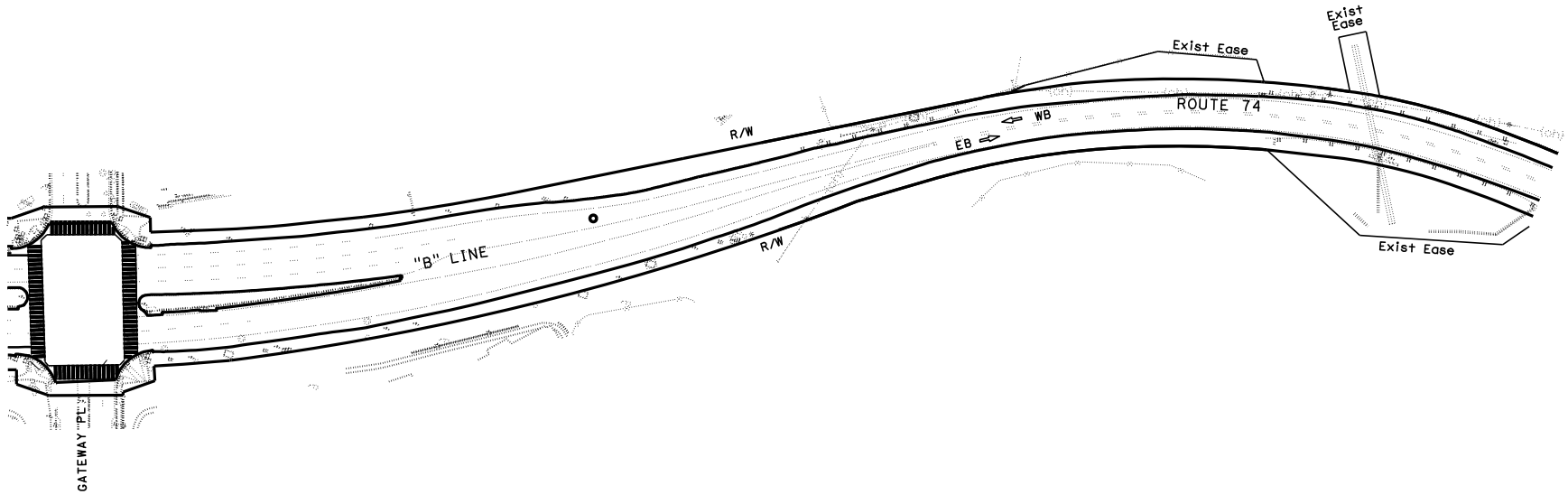
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA ASSUMES NO RESPONSIBILITY FOR ANY ALTERATIONS OF THESE PLANS




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-8

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

BORDER LAST REVISED 7/2/2010 | USERNAME = ...\...\...\

**NOTES:**

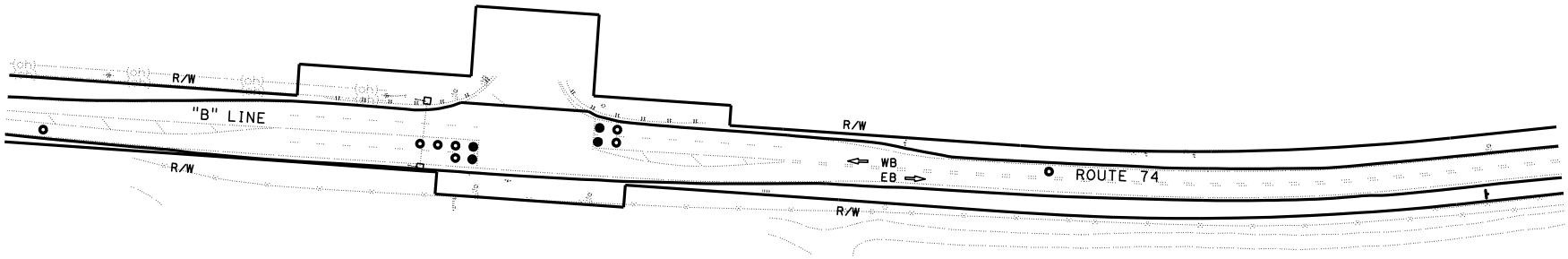
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR ANY ALTERATIONS TO THIS PLAN SHEET.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-9

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
DRAWN
CHECKED
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = jsalgado | DGN FILE = D:\12190000721\sd009.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE PLOTTED = 12-30-2009
ADDENDUM TIME PLOTTED = 13:12

**NOTES:**

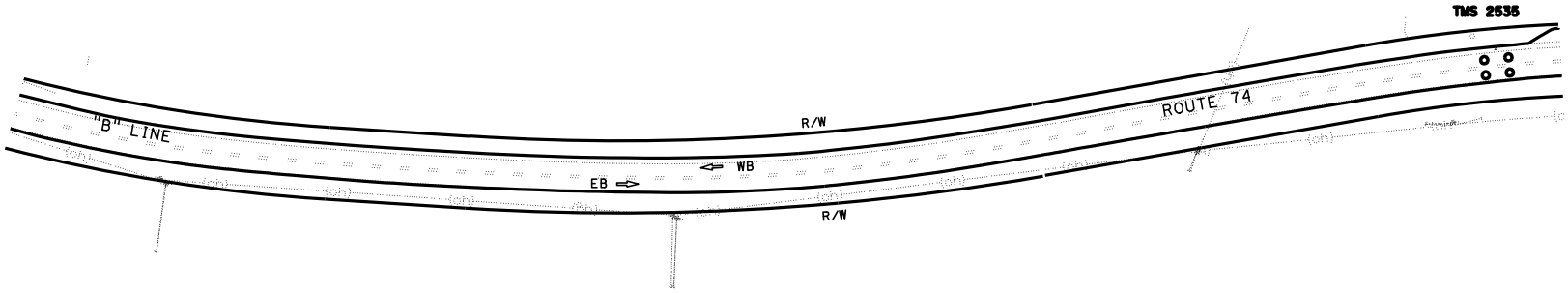
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA SHALL NOT BE RESPONSIBLE FOR ANY ALTERATIONS OF THESE PLANS




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-10

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVIN FULLENWIDER
CALCULATED-DESIGNED BY
CHECKED BY
MOHAMAD HEYARI
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME = MHEYARI
DGN FILE = D:\12190000721\ae010.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 3024
PROJECT NUMBER & PHASE 12190000721

**NOTES:**

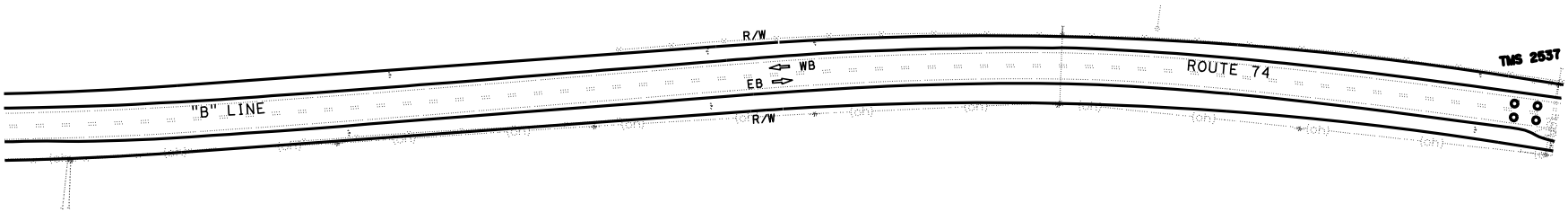
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA DISCLAIMS RESPONSIBILITY FOR ANY INDEPENDENT INTERPRETATIONS MADE FROM THESE PLANS.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-11

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: KEVIN FULLERTON
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME = jsalgado
DGN FILE = D:\12190000721\ae011.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 3024
PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE PLOTTED = 12-30-2020
DO NOT USE PLOTTED 3 1/2

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

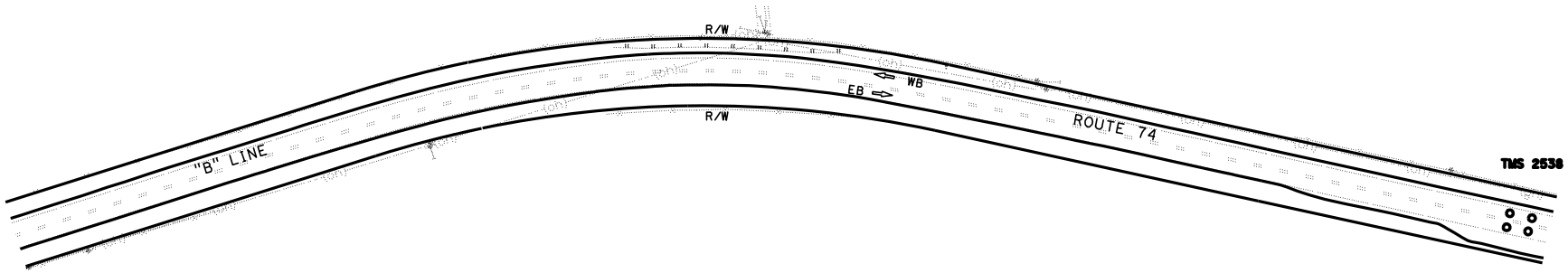
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA DISCLAIMS ANY RESPONSIBILITY FOR ANY INACCURACIES IN THESE PLANS

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-12

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN

MOHAMAD HEYARI — REVISED BY — DATE REVISED
MERVIN FULLENWIDER — FUNCTIONAL SUPERVISOR — CALCULATED/DESIGNED BY — CHECKED BY

BORDER LAST REVISED 7/2/2010 | USERNAME = MHEYARI | DGN FILE = D:\12190000721\ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

ADDENDUM DATE PLOTTED = 12-NOV-2009
DO NOT USE THIS PLOTTED = 13-NOV-2009

**NOTES:**

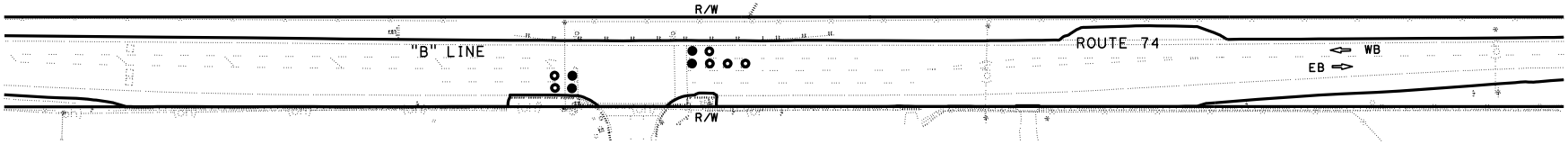
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA SHALL NOT BE RESPONSIBLE FOR ANY INCOMPLETENESS OR INACCURACIES IN THESE PLANS




# INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-13

*APPROVED FOR ELECTRICAL WORK ONLY*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MARVIN FULLERMINER
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME = X545806
DGN FILE = D:\12190000721\es015.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 3024
PROJECT NUMBER & PHASE 12190000721

LAST PLOTTED = 3:19:12 PM
PLOT DATE = 1/25/2011

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

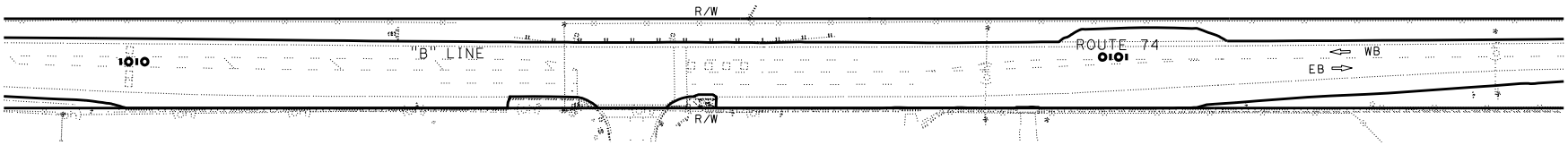
PLANS APPROVAL DATE

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. — ELECTRICAL — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. AB EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. SC NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.
6. INSTALL CONDUIT ON TOP OF DRAINAGE PIPE.




# MODIFYING TRAFFIC CENSUS STATION SYSTEMS

SCALE: 1" = 50'

E-14

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVIN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => s145406 | DGN FILE => 12190000721ud014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED: DATE PLOTTED => 1-OCT-2025
00-00-00 TIME PLOTTED => 10:02

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 12 | Ora | 74 | 0.0/11.5 | | |

REGISTERED ELECTRICAL ENGINEER DATE

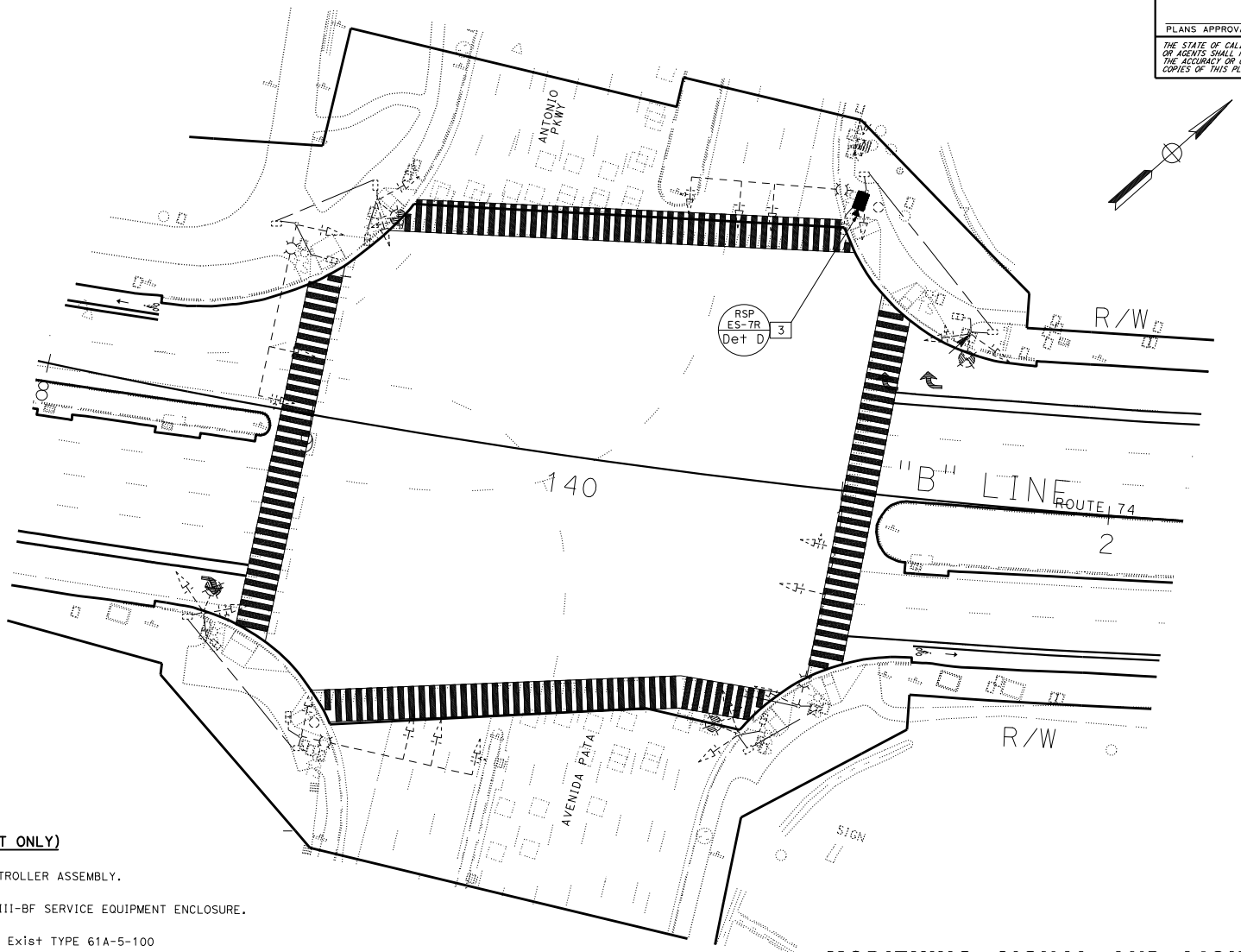
PLANS APPROVAL DATE

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

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

**NOTES:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET ED-1 FOR CONDUCTOR AND CABLE IDENTIFICATION DETAILS
3. x
4. x
5. x
6. x




**ANNOTATIONS: (THIS SHEET ONLY)**

1. EXISTING MODEL 2070E CONTROLLER ASSEMBLY.
2. EXISTING 120/240 V TYPE III-BF SERVICE EQUIPMENT ENCLOSURE.
3. INSTALL TYPE 1 CAMERA ON Exist TYPE 61A-5-100

# MODIFYING SIGNAL AND LIGHTING SYSTEMS

SCALE: 1" = 20'

*APPROVED FOR ELECTRICAL WORK ONLY*

**E-15**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 1-OCT-2025 | TIME PLOTTED => 10:02

BORDER LAST REVISED 7/2/2010 | USERNAME => s145406 | DGN FILE => 1219000072ua015.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

# Appendix G – USFWS Species List

# IPaC resource list

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

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

NOT FOR CONSULTATION

## Location

Orange County, California




## Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

NOT FOR CONSULTATION

# Endangered species

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

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

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

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

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

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

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

---

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

NOT FOR CONSULTATION

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

# Mammals

| NAME | STATUS |
|---|---|
| Pacific Pocket Mouse  Perognathus longimembris pacificus<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/8080 | Endangered |

# Birds

| NAME | STATUS |
|---|---|
| California Least Tern  Sternula antillarum browni<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/8104 | Endangered |
| California Spotted Owl  Strix occidentalis occidentalis<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/7266 | Proposed Endangered |
| Coastal California Gnatcatcher  Polioptila californica californica<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/8178 | Threatened |
| Least Bell's Vireo  Vireo bellii pusillus<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/5945 | Endangered |
| Southwestern Willow Flycatcher  Empidonax traillii extimus<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/6749 | Endangered |

# Reptiles

NOT FOR CONSULTATION

| NAME | STATUS |
| --- | --- |
| Southwestern Pond Turtle Actinemys pallida<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/4768 | Proposed Threatened |

# Amphibians

| NAME | STATUS |
| --- | --- |
| Arroyo (=arroyo Southwestern) Toad Anaxyrus californicus<br>Wherever found<br>There is **final** critical habitat for this species. Your location overlaps the critical habitat.<br>https://ecos.fws.gov/ecp/species/3762 | Endangered |
| Western Spadefoot Spea hammondii<br>No critical habitat has been designated for this species. | Proposed Threatened |

# Fishes

| NAME | STATUS |
| --- | --- |
| Tidewater Goby Eucyclogobius newberryi<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/57 | Endangered |

# Insects

| NAME | STATUS |
| --- | --- |
| Monarch Butterfly Danaus plexippus<br>Wherever found<br>There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |
| Quino Checkerspot Butterfly Euphydryas editha quino (=E. e. wrighti)<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/5900 | Endangered |

NOT FOR CONSULTATION

# Crustaceans

| NAME | STATUS |
|---|---|
| Riverside Fairy Shrimp  Streptocephalus woottoni<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/8148 | Endangered |
| San Diego Fairy Shrimp  Branchinecta sandiegonensis<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/6945 | Endangered |

# Flowering Plants

| NAME | STATUS |
|---|---|
| Nevin's Barberry  Berberis nevinii<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/8025 | Endangered |
| Thread-leaved Brodiaea  Brodiaea filifolia<br>Wherever found<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>https://ecos.fws.gov/ecp/species/6087 | Threatened |

NOT FOR CONSULTATION

# Critical habitats

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

This location overlaps the critical habitat for the following species:

| NAME | TYPE |
|---|---|
| Arroyo (=arroyo Southwestern) Toad  Anaxyrus californicus<br>https://ecos.fws.gov/ecp/species/3762#crithab | Final |

# Bald & Golden Eagles

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

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

---

Additional information can be found using the following links:

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

NOT FOR CONSULTATION

## Bald and Golden Eagle information is not available at this time

## Bald & Golden Eagles FAQs

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

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

**Proper interpretation and use of your eagle report**

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

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

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

**Interpreting the Probability of Presence Graphs**

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

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

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

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

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

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

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

**Survey Timeframe**

NOT FOR CONSULTATION

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

# Migratory birds

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

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

Additional information can be found using the following links:

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

## Migratory bird information is not available at this time

NOT FOR CONSULTATION

## Migratory Bird FAQs

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

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

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

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the

levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

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

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

**Why are subspecies showing up on my list?**

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

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

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

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

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

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

**What are the levels of concern for migratory birds?**

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

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

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3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

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

**Details about birds that are potentially affected by offshore projects**

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

**Proper interpretation and use of your migratory bird report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

**Interpreting the Probability of Presence Graphs**

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

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

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

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

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

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

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

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

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

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# Facilities

## National Wildlife Refuge lands

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

There are no refuge lands at this location.

## Fish hatcheries

There are no fish hatcheries at this location.

# Wetlands in the National Wetlands Inventory (NWI)

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

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

## Wetland information is not available at this time

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

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**Data limitations**

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

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

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

**Data exclusions**

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

**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in

# United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 11/14/2025 22:33:12 UTC
Project Code: 2026-0016148
Project Name: SR-74 Multi-Asset Management Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

**Migratory Birds**: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

# OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

# PROJECT SUMMARY

Project Code: 2026-0016148
Project Name: SR-74 Multi-Asset Management Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The SR-74 multi-asset management project is located along SR-74 from SR-74/I-5 separation (PM 0.0) to 1.0-mile east of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and an unincorporated area of Orange County. The project proposes to address a range of improvements, including roadway, traffic safety devices, complete street elements, and drainage systems.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.541852000000006,-117.5487320423971,14z




Counties: Orange County, California

# ENDANGERED SPECIES ACT SPECIES

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

| NAME | STATUS |
|---|---|
| Pacific Pocket Mouse *Perognathus longimembris pacificus*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/8080 | Endangered |

## BIRDS

| NAME | STATUS |
|---|---|
| California Least Tern *Sternula antillarum browni*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/8104 | Endangered |
| California Spotted Owl *Strix occidentalis occidentalis*<br>Population: Coastal-Southern California<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/7266 | Proposed Endangered |
| Coastal California Gnatcatcher *Polioptila californica californica*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8178 | Threatened |
| Least Bell's Vireo *Vireo bellii pusillus*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/5945 | Endangered |
| Southwestern Willow Flycatcher *Empidonax traillii extimus*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/6749 | Endangered |

## REPTILES

| NAME | STATUS |
|---|---|
| Southwestern Pond Turtle *Actinemys pallida*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/4768 | Proposed Threatened |

## AMPHIBIANS

| NAME | STATUS |
|---|---|
| Arroyo (=arroyo Southwestern) Toad *Anaxyrus californicus*<br>There is **final** critical habitat for this species. Your location overlaps the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/3762 | Endangered |
| Western Spadefoot *Spea hammondii*<br>Population: Southern DPS<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/5425 | Proposed Threatened |

## FISHES

| NAME | STATUS |
|---|---|
| Tidewater Goby *Eucyclogobius newberryi*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/57 | Endangered |

## INSECTS

| NAME | STATUS |
|---|---|
| Monarch Butterfly *Danaus plexippus*<br>There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/9743 | Proposed Threatened |
| Quino Checkerspot Butterfly *Euphydryas editha quino (=E. e. wrighti)*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/5900 | Endangered |

## CRUSTACEANS

| NAME | STATUS |
|---|---|
| Riverside Fairy Shrimp *Streptocephalus woottoni*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8148 | Endangered |
| San Diego Fairy Shrimp *Branchinecta sandiegonensis*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/6945 | Endangered |

## FLOWERING PLANTS

| NAME | STATUS |
|---|---|
| Nevin's Barberry *Berberis nevinii*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/8025 | Endangered |
| Thread-leaved Brodiaea *Brodiaea filifolia*<br>There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: https://ecos.fws.gov/ecp/species/6087 | Threatened |

# CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

| NAME | STATUS |
|---|---|
| Arroyo (=arroyo Southwestern) Toad *Anaxyrus californicus*<br>https://ecos.fws.gov/ecp/species/3762#crithab | Final |

# IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 12
Name: Carla Cervantes
Address: 3210 El Camino Real
Address Line 2: Ste. 100
City: Irvine
State: CA
Zip: 92602
Email carla.cervantes@lsa.net
Phone: 9096781357

# LEAD AGENCY CONTACT INFORMATION

Lead Agency: California Department of Transportation District 12

activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Outlook

## Federal ESA - - NOAA Fisheries Species List Re: Caltrans SR-74 Multi-Asset Management Project

**From** NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
**Date** Mon 9/8/2025 1:16 PM
**To** Carla Cervantes <Carla.Cervantes@lsa.net>

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Outlook

## Caltrans SR-74 Multi-Asset Management Project

**From** Carla Cervantes <Carla.Cervantes@lsa.net>
**Date** Mon 9/8/2025 1:16 PM
**To** NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>

Hello,

This email contains the search results generated from the NOAA Fisheries California Species List Tool for the El Toro, Black Star Canyon, Orange, and Tustin, California 7.5-minute topographic quadrangles. This species list was generated for the Caltrans SR-74 Multi-Asset Management Project located along State Route 74 (SR-74) from the SR-74/Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5) within Orange County, California.

Quad Name **El Toro**
Quad Number **33117-F6**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -

Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office**
**562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Santiago Peak**
Quad Number **33117-F5**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -

sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -
Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds –

Quad Name **Alberhill**

Quad Number **33117-F4**

## ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

## ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

## ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

## ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

## ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

## ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Sitton Peak**
Quad Number **33117-E4**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -

Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Canada Gobernadora ***
Quad Number **33117-E5**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -

sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -
Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office**
**562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **San Juan Capistrano**
Quad Number **33117-E6**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat - **X**
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) - **X**

**ESA Whales**

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**
North Pacific Right Whale (E) - **X**

Sei Whale (E) - **X**
Sperm Whale (E) - **X**

**ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans - **X**
MMPA Pinnipeds - **X**

Quad Name **Dana Point**
Quad Number **33117-D6**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat - **X**
CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) - **X**

**ESA Whales**

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**
North Pacific Right Whale (E) - **X**
Sei Whale (E) - **X**
Sperm Whale (E) - **X**

**ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans - **X**
MMPA Pinnipeds - **X**

Quad Name **San Clemente**
Quad Number **33117-D5**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat - **X**
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) - **X**

**ESA Whales**

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**
North Pacific Right Whale (E) - **X**
Sei Whale (E) - **X**
Sperm Whale (E) - **X**

**ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -

Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans - **X**
MMPA Pinnipeds - **X**

Quad Name **Margarita Peak**
Quad Number **33117-D4**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - **X**
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat - **X**
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -
Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office 562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

**Carla Cervantes** | Biologist | **LSA**

# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

## California Natural Diversity Database

**Query Criteria:** Quad IS (El Toro (3311766) OR Santiago Peak (3311765) OR Alberhill (3311764) OR Sitton Peak (3311754) OR Canada Gobernadora (3311755) OR San Juan Capistrano (3311756) OR Dana Point (3311746) OR San Clemente (3311745) OR Margarita Peak (3311744))

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Abronia villosa var. aurita*** chaparral sand-verbena | PDNYC010P1 | None | None | G5T2? | S2 | 1B.1 |
| ***Accipiter cooperii*** Cooper's hawk | ABNKC12040 | None | None | G5 | S4 | WL |
| ***Actinemys pallida*** southwestern pond turtle | ARAAD02032 | Proposed Threatened | None | G2G3 | SNR | SSC |
| ***Agelaius tricolor*** tricolored blackbird | ABPBXB0020 | None | Threatened | G1G2 | S2 | SSC |
| ***Aimophila ruficeps canescens*** southern California rufous-crowned sparrow | ABPBX91091 | None | None | G5T3 | S4 | WL |
| ***Aldama purisimae*** La Purisima aldama | PDAST9T0S0 | None | None | G4 | S1 | 2B.3 |
| ***Allium marvinii*** Yucaipa onion | PMLIL02330 | None | None | G1 | S2 | 1B.2 |
| ***Allium munzii*** Munz's onion | PMLIL022Z0 | Endangered | Threatened | G1 | S1 | 1B.1 |
| ***Ambrosia pumila*** San Diego ambrosia | PDAST0C0M0 | Endangered | None | G1 | S1 | 1B.1 |
| ***Ammodramus savannarum*** grasshopper sparrow | ABPBXA0020 | None | None | G5 | S3 | SSC |
| ***Anaxyrus californicus*** arroyo toad | AAABB01230 | Endangered | None | G1G2 | S2 | SSC |
| ***Anniella stebbinsi*** Southern California legless lizard | ARACC01060 | None | None | G3 | S3 | SSC |
| ***Antrozous pallidus*** pallid bat | AMACC10010 | None | None | G4 | S3 | SSC |
| ***Aphanisma blitoides*** aphanisma | PDCHE02010 | None | None | G3G4 | S2 | 1B.2 |
| ***Aquila chrysaetos*** golden eagle | ABNKC22010 | None | None | G5 | S3 | FP |
| ***Arctostaphylos rainbowensis*** Rainbow manzanita | PDERI042T0 | None | None | G2G3 | S2S3 | 1B.1 |
| ***Arizona elegans occidentalis*** California glossy snake | ARADB01017 | None | None | G5T2 | S2 | SSC |
| ***Asio otus*** long-eared owl | ABNSB13010 | None | None | G5 | S3? | SSC |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Aspidoscelis hyperythra*** orange-throated whiptail | ARACJ02060 | None | None | G5 | S2S3 | WL |
| ***Aspidoscelis tigris stejnegeri*** coastal whiptail | ARACJ02143 | None | None | G5T5 | S3 | SSC |
| ***Astragalus brauntonii*** Braunton's milk-vetch | PDFAB0F1G0 | Endangered | None | G2 | S2 | 1B.1 |
| ***Athene cunicularia*** burrowing owl | ABNSB10010 | None | Candidate Endangered | G4 | S2 | SSC |
| ***Atriplex coulteri*** Coulter's saltbush | PDCHE040E0 | None | None | G3 | S2 | 1B.2 |
| ***Atriplex pacifica*** south coast saltscale | PDCHE041C0 | None | None | G4 | S2 | 1B.2 |
| ***Baccharis vanessae*** Encinitas baccharis | PDAST0W0P0 | Threatened | Endangered | G1 | S1 | 1B.1 |
| ***Bombus crotchii*** Crotch's bumble bee | IIHYM24480 | None | Candidate Endangered | G2 | S2 | |
| ***Bombus pensylvanicus*** American bumble bee | IIHYM24260 | None | None | G3G4 | S2 | |
| ***Branchinecta sandiegonensis*** San Diego fairy shrimp | ICBRA03060 | Endangered | None | G2 | S1 | |
| ***Brodiaea filifolia*** thread-leaved brodiaea | PMLIL0C050 | Threatened | Endangered | G2 | S2 | 1B.1 |
| ***Brodiaea orcuttii*** Orcutt's brodiaea | PMLIL0C0B0 | None | None | G2 | S2 | 1B.1 |
| ***Brodiaea santarosae*** Santa Rosa Basalt brodiaea | PMLIL0C0G0 | None | None | G1 | S1 | 1B.2 |
| ***Buteo regalis*** ferruginous hawk | ABNKC19120 | None | None | G4 | S3S4 | WL |
| ***Calochortus weedii var. intermedius*** intermediate mariposa-lily | PMLIL0D1J1 | None | None | G3G4T3 | S3 | 1B.2 |
| ***Campylorhynchus brunneicapillus sandiegensis*** coastal cactus wren | ABPBG02095 | None | None | G5T3Q | S2 | SSC |
| ***Canyon Live Oak Ravine Forest*** Canyon Live Oak Ravine Forest | CTT61350CA | None | None | G3 | S3.3 | |
| ***Ceanothus pendletonensis*** Pendleton ceanothus | PDRHA04450 | None | None | G1 | S1 | 1B.2 |
| ***Centromadia parryi ssp. australis*** southern tarplant | PDAST4R0P4 | None | None | G3T2 | S2 | 1B.1 |
| ***Centromadia pungens ssp. laevis*** smooth tarplant | PDAST4R0R4 | None | None | G3G4T2 | S2 | 1B.1 |
| ***Chaenactis glabriuscula var. orcuttiana*** Orcutt's pincushion | PDAST20095 | None | None | G5T1 | S1 | 1B.1 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Chaetodipus californicus femoralis*** Dulzura pocket mouse | AMAFD05021 | None | None | G5T3 | S3 | |
| ***Chaetodipus fallax fallax*** northwestern San Diego pocket mouse | AMAFD05031 | None | None | G5T3T4 | S3S4 | |
| ***Charadrius nivosus nivosus*** western snowy plover | ABNNB03031 | Threatened | None | G3T3 | S3 | SSC |
| ***Choeronycteris mexicana*** Mexican long-tongued bat | AMACB02010 | None | None | G3G4 | S1 | SSC |
| ***Chorizanthe parryi var. parryi*** Parry's spineflower | PDPGN040J2 | None | None | G3T2 | S2 | 1B.1 |
| ***Chorizanthe polygonoides var. longispina*** long-spined spineflower | PDPGN040K1 | None | None | G5T3 | S3 | 1B.2 |
| ***Circus hudsonius*** northern harrier | ABNKC11011 | None | None | G5 | S3 | SSC |
| ***Clinopodium chandleri*** San Miguel savory | PDLAM08030 | None | None | G2G3 | S2 | 1B.2 |
| ***Coelus globosus*** globose dune beetle | IICOL4A010 | None | None | G1G2 | S1S2 | |
| ***Coleonyx variegatus abbotti*** San Diego banded gecko | ARACD01031 | None | None | G5T5 | S1S2 | SSC |
| ***Comarostaphylis diversifolia ssp. diversifolia*** summer holly | PDERI0B011 | None | None | G3T2 | S2 | 1B.2 |
| ***Crotalus ruber*** red-diamond rattlesnake | ARADE02090 | None | None | G4 | S3 | SSC |
| ***Danaus plexippus plexippus pop. 1*** monarch - California overwintering population | IILEPP2012 | Proposed Threatened | None | G4T1T2Q | S2 | |
| ***Diadophis punctatus similis*** San Diego ringneck snake | ARADB1001A | None | None | G5T4 | S2? | |
| ***Dipodomys stephensi*** Stephens' kangaroo rat | AMAFD03100 | Threatened | Threatened | G2 | S3 | |
| ***Dodecahema leptoceras*** slender-horned spineflower | PDPGN0V010 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Dudleya blochmaniae ssp. blochmaniae*** Blochman's dudleya | PDCRA04051 | None | None | G3T2 | S2 | 1B.1 |
| ***Dudleya chasmophyta*** Santiago Canyon dudleya | PDCRA04150 | None | None | G1 | S1 | 1B.1 |
| ***Dudleya multicaulis*** many-stemmed dudleya | PDCRA040H0 | None | None | G2 | S2 | 1B.2 |
| ***Dudleya stolonifera*** Laguna Beach dudleya | PDCRA040P0 | Threatened | Threatened | G1 | S1 | 1B.1 |
| ***Dudleya viscida*** sticky dudleya | PDCRA040T0 | None | None | G2 | S2 | 1B.2 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Elanus leucurus*** white-tailed kite | ABNKC06010 | None | None | G5 | S3S4 | FP |
| ***Empidonax traillii extimus*** southwestern willow flycatcher | ABPAE33043 | Endangered | Endangered | G5T2 | S3 | |
| ***Eremophila alpestris actia*** California horned lark | ABPAT02011 | None | None | G5T4Q | S4 | WL |
| ***Eryngium pendletonense*** Pendleton button-celery | PDAPI0Z120 | None | None | G1 | S1 | 1B.1 |
| ***Eucyclogobius newberryi*** tidewater goby | AFCQN04010 | Endangered | None | G3 | S3 | SSC |
| ***Eumops perotis californicus*** western mastiff bat | AMACD02011 | None | None | G4G5T4 | S3S4 | SSC |
| ***Euphorbia misera*** cliff spurge | PDEUP0Q1B0 | None | None | G5 | S2 | 2B.2 |
| ***Gila orcuttii*** arroyo chub | AFCJB13120 | None | None | G1 | S2 | SSC |
| ***Harpagonella palmeri*** Palmer's grapplinghook | PDBOR0H010 | None | None | G4 | S3 | 4.2 |
| ***Hesperocyparis forbesii*** Tecate cypress | PGCUP040C0 | None | None | G2 | S2 | 1B.1 |
| ***Horkelia cuneata var. puberula*** mesa horkelia | PDROS0W045 | None | None | G4T1 | S1 | 1B.1 |
| ***Horkelia truncata*** Ramona horkelia | PDROS0W0G0 | None | None | G3 | S3 | 1B.3 |
| ***Icteria virens*** yellow-breasted chat | ABPBX24010 | None | None | G5 | S4 | SSC |
| ***Imperata brevifolia*** California satintail | PMPOA3D020 | None | None | G3 | S3 | 2B.1 |
| ***Isocoma menziesii var. decumbens*** decumbent goldenbush | PDAST57091 | None | None | G3G5T2T3 | S2 | 1B.2 |
| ***Lasiurus frantzii*** western red bat | AMACC05080 | None | None | G4 | S3 | SSC |
| ***Lasthenia glabrata ssp. coulteri*** Coulter's goldfields | PDAST5L0A1 | None | None | G4T2 | S2 | 1B.1 |
| ***Lepechinia cardiophylla*** heart-leaved pitcher sage | PDLAM0V020 | None | None | G3 | S2S3 | 1B.2 |
| ***Lepidium virginicum var. robinsonii*** Robinson's pepper-grass | PDBRA1M114 | None | None | G5T3 | S3 | 4.3 |
| ***Lilium parryi*** lemon lily | PMLIL1A0J0 | None | None | G3 | S3 | 1B.2 |
| ***Lycium brevipes var. hassei*** Santa Catalina Island desert-thorn | PDSOL0G0N0 | None | None | G5T1Q | S1 | 3.1 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Monardella hypoleuca ssp. intermedia*** intermediate monardella | PDLAM180A4 | None | None | G4T2? | S2? | 1B.3 |
| ***Monardella macrantha ssp. hallii*** Hall's monardella | PDLAM180E1 | None | None | G5T3 | S3 | 1B.3 |
| ***Myosurus minimus ssp. apus*** little mousetail | PDRAN0H031 | None | None | G5T2Q | S2 | 3.1 |
| ***Myotis yumanensis*** Yuma myotis | AMACC01020 | None | None | G5 | S4 | |
| ***Nama stenocarpa*** mud nama | PDHYD0A0H0 | None | None | G4G5 | S1S2 | 2B.2 |
| ***Navarretia prostrata*** prostrate vernal pool navarretia | PDPLM0C0Q0 | None | None | G2 | S2 | 1B.2 |
| ***Neotoma lepida intermedia*** San Diego desert woodrat | AMAFF08041 | None | None | G5T3T4 | S3S4 | SSC |
| ***Nolina cismontana*** chaparral nolina | PMAGA080E0 | None | None | G3 | S3 | 1B.2 |
| ***Nyctinomops femorosaccus*** pocketed free-tailed bat | AMACD04010 | None | None | G5 | S3 | SSC |
| ***Oncorhynchus mykiss irideus pop. 10*** steelhead - southern California DPS | AFCHA0209J | Endangered | Endangered | G5T1Q | S1 | |
| ***Onychomys torridus ramona*** southern grasshopper mouse | AMAFF06022 | None | None | G5T3 | S3 | SSC |
| ***Pandion haliaetus*** osprey | ABNKC01010 | None | None | G5 | S4 | WL |
| ***Pentachaeta aurea ssp. allenii*** Allen's pentachaeta | PDAST6X021 | None | None | G4T1 | S1 | 1B.1 |
| ***Perognathus longimembris pacificus*** Pacific pocket mouse | AMAFD01042 | Endangered | None | G5T2 | S2 | SSC |
| ***Phacelia keckii*** Santiago Peak phacelia | PDHYD0C4G1 | None | None | G1 | S1 | 1B.3 |
| ***Phrynosoma blainvillii*** coast horned lizard | ARACF12100 | None | None | G4 | S4 | SSC |
| ***Plegadis chihi*** white-faced ibis | ABNGE02020 | None | None | G5 | S3S4 | WL |
| ***Plestiodon skiltonianus interparietalis*** Coronado skink | ARACH01114 | None | None | G5T5 | S2S3 | WL |
| ***Polioptila californica californica*** coastal California gnatcatcher | ABPBJ08081 | Threatened | None | G4G5T3Q | S2 | SSC |
| ***Pseudognaphalium leucocephalum*** white rabbit-tobacco | PDAST440C0 | None | None | G4 | S2 | 2B.2 |
| ***Quercus dumosa*** Nuttall's scrub oak | PDFAG050D0 | None | None | G3 | S3 | 1B.1 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Rhinichthys gabrielino***<br>Santa Ana speckled dace | AFCJB3705K | Proposed Threatened | None | G5T1 | S1 | SSC |
| ***Salvadora hexalepis virgultea***<br>coast patch-nosed snake | ARADB30033 | None | None | G5T4 | S3 | SSC |
| ***Scutellaria bolanderi ssp. austromontana***<br>southern mountains skullcap | PDLAM1U0A1 | None | None | G4T3 | S3 | 1B.2 |
| ***Senecio aphanactis***<br>chaparral ragwort | PDAST8H060 | None | None | G3 | S2 | 1B.2 |
| ***Setophaga petechia***<br>yellow warbler | ABPBX03010 | None | None | G5 | S3 | SSC |
| ***Sidalcea neomexicana***<br>salt spring checkerbloom | PDMAL110J0 | None | None | G4 | S2 | 2B.2 |
| ***Southern Coast Live Oak Riparian Forest***<br>Southern Coast Live Oak Riparian Forest | CTT61310CA | None | None | G4 | S4 | |
| ***Southern Coastal Salt Marsh***<br>Southern Coastal Salt Marsh | CTT52120CA | None | None | G2 | S2.1 | |
| ***Southern Cottonwood Willow Riparian Forest***<br>Southern Cottonwood Willow Riparian Forest | CTT61330CA | None | None | G3 | S3.2 | |
| ***Southern Dune Scrub***<br>Southern Dune Scrub | CTT21330CA | None | None | G1 | S1.1 | |
| ***Southern Foredunes***<br>Southern Foredunes | CTT21230CA | None | None | G2 | S2.1 | |
| ***Southern Mixed Riparian Forest***<br>Southern Mixed Riparian Forest | CTT61340CA | None | None | G2 | S2.1 | |
| ***Southern Riparian Scrub***<br>Southern Riparian Scrub | CTT63300CA | None | None | G3 | S3.2 | |
| ***Southern Sycamore Alder Riparian Woodland***<br>Southern Sycamore Alder Riparian Woodland | CTT62400CA | None | None | G4 | S4 | |
| ***Spea hammondii***<br>western spadefoot | AAABF02020 | Proposed Threatened | None | G2G3 | S3S4 | SSC |
| ***Streptocephalus woottoni***<br>Riverside fairy shrimp | ICBRA07010 | Endangered | None | G1G2 | S2 | |
| ***Suaeda esteroa***<br>estuary seablite | PDCHE0P0D0 | None | None | G3 | S2 | 1B.2 |
| ***Symphyotrichum defoliatum***<br>San Bernardino aster | PDASTE80C0 | None | None | G2 | S2 | 1B.2 |
| ***Taricha torosa***<br>Coast Range newt | AAAAF02032 | None | None | G4 | S4 | SSC |
| ***Taxidea taxus***<br>American badger | AMAJF04010 | None | None | G5 | S3 | SSC |
| ***Tetracoccus dioicus***<br>Parry's tetracoccus | PDEUP1C010 | None | None | G2G3 | S2 | 1B.2 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Thamnophis hammondii*** two-striped gartersnake | ARADB36160 | None | None | G4 | S3S4 | SSC |
| ***Thamnophis sirtalis pop. 1*** south coast gartersnake | ARADB3613F | None | None | G5T1T2 | S1S2 | SSC |
| ***Tortula californica*** California screw moss | NBMUS7L090 | None | None | G2G3 | S2? | 1B.2 |
| ***Valley Needlegrass Grassland*** Valley Needlegrass Grassland | CTT42110CA | None | None | G3 | S3.1 | |
| ***Verbesina dissita*** big-leaved crownbeard | PDAST9R050 | Threatened | Threatened | G1G2 | S1 | 1B.1 |
| ***Vireo bellii pusillus*** least Bell's vireo | ABPBW01114 | Endangered | Endangered | G5T2 | S3 | |

**Record Count: 129**

CNPS Rare Plant Inventory

## Search Results

**95** matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3311766:3311765:3311764:3311754:3311755:3311756:3311746:3311745:3311744**]

| ▲ SCIENTIFIC NAME | COMMON NAME | FAMILY | LIFEFORM | BLOOMING PERIOD | FED LIST | STATE LIST | GLOBAL RANK | STATE RANK | CA RARE PLANT RANK | CA ENDEMIC | DATE ADDED | PHOTO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Abronia villosa* var. *aurita* | chaparral sand-verbena | Nyctaginaceae | annual herb | (Jan)Mar-Sep | None | None | G5T2? | S2 | 1B.1 | | 2001-01-01 |  © 2011 Aaron E. Sims |
| *Aldama purisimae* | La Purisima aldama | Asteraceae | shrub | Apr-Sep | None | None | G4 | S1 | 2B.3 | | 2007-09-05 |  © 2018 Ron Vanderhoff |
| *Allium marvinii* | Yucaipa onion | Alliaceae | perennial bulbiferous herb | Apr-May | None | None | G1 | S2 | 1B.2 | Yes | 2001-01-01 |  © 2013 Keir Morse |
| *Allium munzii* | Munz's onion | Alliaceae | perennial bulbiferous herb | Mar-May | FE | CT | G1 | S1 | 1B.1 | Yes | 1980-01-01 |  © 2003 Guy Bruyea |
| *Ambrosia pumila* | San Diego ambrosia | Asteraceae | perennial rhizomatous herb | Apr-Oct | FE | None | G1 | S1 | 1B.1 | | 1974-01-01 |  © 2010 Benjamin Smith |
| *Aphanisma blitoides* | aphanisma | Chenopodiaceae | annual herb | Feb-Jun | None | None | G3G4 | S2 | 1B.2 | | 1980-01-01 |  © 2010 Larry Sward |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Arctostaphylos rainbowensis* | Rainbow manzanita | Ericaceae | perennial evergreen shrub | Dec-Mar | None | None | G2G3 | S2S3 | 1B.1 | Yes | 1994-01-01 | No Photo Available |
| *Artemisia palmeri* | San Diego sagewort | Asteraceae | perennial deciduous shrub | (Feb)May-Sep | None | None | G3? | S3? | 4.2 | | 1974-01-01 | No Photo Available |
| *Asplenium vespertinum* | western spleenwort | Aspleniaceae | perennial rhizomatous herb | Feb-Jun | None | None | G3? | S4 | 4.2 | | 1974-01-01 | No Photo Available |
| *Astragalus brauntonii* | Braunton's milk-vetch | Fabaceae | perennial herb | Jan-Aug | FE | None | G2 | S2 | 1B.1 | Yes | 1974-01-01 |  © 2009 Thomas Stoughton |
| *Atriplex coulteri* | Coulter's saltbush | Chenopodiaceae | perennial herb | Mar-Oct | None | None | G3 | S2 | 1B.2 | | 1994-01-01 | No Photo Available |
| *Atriplex pacifica* | south coast saltscale | Chenopodiaceae | annual herb | Mar-Oct | None | None | G4 | S2 | 1B.2 | | 1994-01-01 | No Photo Available |
| *Baccharis vanessae* | Encinitas baccharis | Asteraceae | perennial deciduous shrub | Aug-Nov | FT | CE | G1 | S1 | 1B.1 | Yes | 1980-01-01 | No Photo Available |
| *Bahiopsis laciniata* | San Diego County viguiera | Asteraceae | perennial shrub | Feb-Jun(Aug) | None | None | G4 | S4 | 4.3 | | 1974-01-01 | No Photo Available |
| *Brodiaea filifolia* | thread-leaved brodiaea | Themidaceae | perennial bulbiferous herb | Mar-Jun | FT | CE | G2 | S2 | 1B.1 | Yes | 1974-01-01 |  © 2016 Keir Morse |
| *Brodiaea orcuttii* | Orcutt's brodiaea | Themidaceae | perennial bulbiferous herb | May-Jul | None | None | G2 | S2 | 1B.1 | Yes | 1974-01-01 |  © 2001 Ellen Friedman & Ted Dunning |
| *Brodiaea santarosae* | Santa Rosa Basalt brodiaea | Themidaceae | perennial bulbiferous herb | May-Jun | None | None | G1 | S1 | 1B.2 | Yes | 2008-02-05 |  © 2021 W. Juergen Schrenk |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Calochortus plummerae* | Plummer's mariposa-lily | Liliaceae | perennial bulbiferous herb | May-Jul | None | None | G4 | S4 | 4.2 | Yes | 1994-01-01 |  © 2010 Aaron Schusteff |
| *Calochortus weedii* var. *intermedius* | intermediate mariposa-lily | Liliaceae | perennial bulbiferous herb | May-Jul | None | None | G3G4T3 | S3 | 1B.2 | Yes | 1994-01-01 | No Photo Available |
| *Caulanthus simulans* | Payson's jewelflower | Brassicaceae | annual herb | (Feb)Mar-May(Jun) | None | None | G4 | S4 | 4.2 | Yes | 1974-01-01 | No Photo Available |
| *Ceanothus pendletonensis* | Pendleton ceanothus | Rhamnaceae | perennial shrub | Mar-Jun | None | None | G1 | S1 | 1B.2 | Yes | 2019-01-30 |  © 2019 Ron Vanderhoff |
| *Centromadia parryi* ssp. *australis* | southern tarplant | Asteraceae | annual herb | May-Nov | None | None | G3T2 | S2 | 1B.1 | | 1994-01-01 | No Photo Available |
| *Centromadia pungens* ssp. *laevis* | smooth tarplant | Asteraceae | annual herb | Apr-Sep | None | None | G3G4T2 | S2 | 1B.1 | Yes | 1994-01-01 | No Photo Available |
| *Chaenactis glabriuscula* var. *orcuttiana* | Orcutt's pincushion | Asteraceae | annual herb | Jan-Aug | None | None | G5T1 | S1 | 1B.1 | | 2001-01-01 | No Photo Available |
| *Chamaebatia australis* | southern mountain misery | Rosaceae | perennial evergreen shrub | Nov-May | None | None | G4 | S4 | 4.2 | | 1974-01-01 |  © 2007 Andrew Borcher |
| *Chorizanthe leptotheca* | Peninsular spineflower | Polygonaceae | annual herb | May-Aug | None | None | G3 | S3 | 4.2 | | 1994-01-01 | No Photo Available |
| *Chorizanthe parryi* var. *parryi* | Parry's spineflower | Polygonaceae | annual herb | Apr-Jun | None | None | G3T2 | S2 | 1B.1 | Yes | 1994-01-01 |  © 2012 Keir Morse |
| *Chorizanthe polygonoides* var. *longispina* | long-spined spineflower | Polygonaceae | annual herb | Apr-Jul | None | None | G5T3 | S3 | 1B.2 | | 1994-01-01 | No Photo Available |
| *Cistanthe maritima* | seaside cistanthe | Montiaceae | annual herb | (Feb)Mar-Jun(Aug) | None | None | G3G4 | S3 | 4.2 | | 1980-01-01 | No Photo Available |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Clinopodium chandleri* | San Miguel savory | Lamiaceae | perennial shrub | Mar-Jul | None | None | G2G3 | S2 | 1B.2 | | 1974-01-01 | No Photo Available |
| *Collomia diversifolia* | serpentine collomia | Polemoniaceae | annual herb | May-Jun | None | None | G4 | S4 | 4.3 | Yes | 1974-01-01 |  ©2019 Zoya Akulova |
| *Comarostaphylis diversifolia* ssp. *diversifolia* | summer holly | Ericaceae | perennial evergreen shrub | Apr-Jun | None | None | G3T2 | S2 | 1B.2 | | 1980-01-01 | No Photo Available |
| *Convolvulus simulans* | small-flowered morning-glory | Convolvulaceae | annual herb | Mar-Jul | None | None | G4 | S4 | 4.2 | | 1994-01-01 | No Photo Available |
| *Deinandra paniculata* | paniculate tarplant | Asteraceae | annual herb | (Mar)Apr-Nov | None | None | G4 | S4 | 4.2 | | 2001-01-01 | No Photo Available |
| *Dichondra occidentalis* | western dichondra | Convolvulaceae | perennial rhizomatous herb | (Jan)Mar-Jul | None | None | G3G4 | S3S4 | 4.2 | | 1974-01-01 | No Photo Available |
| *Diplacus clevelandii* | Cleveland's bush monkeyflower | Phrymaceae | perennial rhizomatous herb | Apr-Jul | None | None | G4 | S4 | 4.2 | | 1980-01-01 |  © 2020 W. Juergen Schrenk |
| *Dodecahema leptoceras* | slender-horned spineflower | Polygonaceae | annual herb | Apr-Jun | FE | CE | G1 | S1 | 1B.1 | Yes | 1980-01-01 | No Photo Available |
| *Dudleya blochmaniae* ssp. *blochmaniae* | Blochman's dudleya | Crassulaceae | perennial herb | Apr-Jun | None | None | G3T2 | S2 | 1B.1 | | 1974-01-01 |  © 2011 Aaron E. Sims |
| *Dudleya chasmophyta* | Santiago Canyon dudleya | Crassulaceae | perennial herb | May-Jun | None | None | G1 | S1 | 1B.1 | Yes | 2024-08-28 | No Photo Available |
| *Dudleya multicaulis* | many-stemmed dudleya | Crassulaceae | perennial herb | Apr-Jul | None | None | G2 | S2 | 1B.2 | Yes | 1974-01-01 | No Photo Available |
| *Dudleya stolonifera* | Laguna Beach dudleya | Crassulaceae | perennial stoloniferous herb | May-Jul | FT | CT | G1 | S1 | 1B.1 | Yes | 1974-01-01 | No Photo Available |
| *Dudleya viscida* | sticky dudleya | Crassulaceae | perennial herb | May-Jun | None | None | G2 | S2 | 1B.2 | Yes | 1974-01-01 | No Photo Available |

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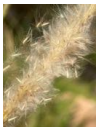
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Eryngium pendletonense* | Pendleton button-celery | Apiaceae | perennial herb | Apr-Jun(Jul) | None | None | G1 | S1 | 1B.1 | Yes | 2001-01-01 |  © 2009 Vince Scheidt |
| *Erythranthe diffusa* | Palomar monkeyflower | Phrymaceae | annual herb | Apr-Jun | None | None | G4 | S3 | 4.3 | | 1974-01-01 |  Ron Vanderhoff, 2019 |
| *Euphorbia misera* | cliff spurge | Euphorbiaceae | perennial shrub | (Oct)Dec-Aug | None | None | G5 | S2 | 2B.2 | | 1974-01-01 | No Photo Available |
| *Harpagonella palmeri* | Palmer's grapplinghook | Boraginaceae | annual herb | Mar-May | None | None | G4 | S3 | 4.2 | | 1980-01-01 |  © 2015 Keir Morse |
| *Hesperocyparis forbesii* | Tecate cypress | Cupressaceae | perennial evergreen tree | | None | None | G2 | S2 | 1B.1 | | 1974-01-01 |  © 2011 Joey Malone |
| *Holocarpha virgata* ssp. *elongata* | graceful tarplant | Asteraceae | annual herb | May-Nov | None | None | G5T3 | S3 | 4.2 | Yes | 1994-01-01 |  © 2013 Anna Bennett |
| *Hordeum intercedens* | vernal barley | Poaceae | annual herb | Mar-Jun | None | None | G3G4 | S3S4 | 3.2 | | 1994-01-01 | No Photo Available |
| *Horkelia cuneata* var. *puberula* | mesa horkelia | Rosaceae | perennial herb | Feb-Jul(Sep) | None | None | G4T1 | S1 | 1B.1 | Yes | 2001-01-01 |  © 2008 Tony Morosco |
| *Horkelia truncata* | Ramona horkelia | Rosaceae | perennial herb | May-Jun | None | None | G3 | S3 | 1B.3 | | 1974-01-01 |  © 2008 Andrew Borcher |
| *Imperata brevifolia* | California satintail | Poaceae | perennial rhizomatous herb | Sep-May | None | None | G3 | S3 | 2B.1 | | 2006-12-26 |  © 2020 Matt C. Berger |
| *Isocoma menziesii* var. *decumbens* | decumbent goldenbush | Asteraceae | perennial shrub | Apr-Nov | None | None | G3G5T2T3 | S2 | 1B.2 | | 1994-01-01 | No Photo Available |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Juglans californica* | Southern California black walnut | Juglandaceae | perennial deciduous tree | Mar-Aug | None | None | G4 | S4 | 4.2 | Yes | 1994-01-01 |  © 2020 Zoya Akulova |
| *Juncus acutus* ssp. *leopoldii* | southwestern spiny rush | Juncaceae | perennial rhizomatous herb | (Mar)May-Jun | None | None | G5T5 | S4 | 4.2 | | 1988-01-01 |  © 2019 Belinda Lo |
| *Lasthenia glabrata* ssp. *coulteri* | Coulter's goldfields | Asteraceae | annual herb | Feb-Jun | None | None | G4T2 | S2 | 1B.1 | | 1994-01-01 |  © 2013 Keir Morse |
| *Lathyrus splendens* | pride-of-California | Fabaceae | perennial herb | Mar-Jun | None | None | G4 | S4 | 4.3 | | 1974-01-01 |  © 2012 Ron Clark |
| *Lepechinia cardiophylla* | heart-leaved pitcher sage | Lamiaceae | perennial shrub | Apr-Jul | None | None | G3 | S2S3 | 1B.2 | | 1974-01-01 |  © 2003 Vince Scheidt |
| *Lepidium virginicum* var. *robinsonii* | Robinson's pepper-grass | Brassicaceae | annual herb | Jan-Jul | None | None | G5T3 | S3 | 4.3 | | 1994-01-01 |  © 2015 Keir Morse |
| *Lessingia hololeuca* | woolly-headed lessingia | Asteraceae | annual herb | Jun-Oct | None | None | G2G3 | S2S3 | 3 | Yes | 1994-01-01 |  © 2015 Aaron Schusteff |
| *Lilium humboldtii* ssp. *ocellatum* | ocellated Humboldt lily | Liliaceae | perennial bulbiferous herb | Mar-Jul(Aug) | None | None | G4T4? | S4? | 4.2 | Yes | 1980-01-01 |  © 2008 Thomas Stoughton |
| *Lilium parryi* | lemon lily | Liliaceae | perennial bulbiferous herb | Jul-Aug | None | None | G3 | S3 | 1B.2 | | 1974-01-01 |  © 2009 Thomas Stoughton |
| *Lycium brevipes* var. *hassei* | Santa Catalina Island desert-thorn | Solanaceae | perennial deciduous shrub | Jun(Aug) | None | None | G5T1Q | S1 | 3.1 | Yes | 1974-01-01 | No Photo Available |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Lycium californicum* | California box-thorn | Solanaceae | perennial shrub | Mar-Aug(Dec) | None | None | G4 | S4 | 4.2 | | 2001-01-01 | No Photo Available |
| *Malacothrix saxatilis* var. *saxatilis* | cliff malacothrix | Asteraceae | perennial rhizomatous herb | Mar-Sep | None | None | G5T4 | S4 | 4.2 | Yes | 2001-01-01 | No Photo Available |
| *Microseris douglasii* ssp. *platycarpha* | small-flowered microseris | Asteraceae | annual herb | Mar-May | None | None | G4T4 | S4 | 4.2 | | 2001-01-01 |  © 2015 Richard Spellenberg |
| *Monardella hypoleuca* ssp. *intermedia* | intermediate monardella | Lamiaceae | perennial rhizomatous herb | Apr-Sep | None | None | G4T2? | S2? | 1B.3 | Yes | 2012-10-16 |  © 2016 Ron Vanderhoff |
| *Monardella macrantha* ssp. *hallii* | Hall's monardella | Lamiaceae | perennial rhizomatous herb | Jun-Oct | None | None | G5T3 | S3 | 1B.3 | Yes | 1974-01-01 | No Photo Available |
| *Myosurus minimus* ssp. *apus* | little mousetail | Ranunculaceae | annual herb | Mar-Jun | None | None | G5T2Q | S2 | 3.1 | | 1980-01-01 | No Photo Available |
| *Nama stenocarpa* | mud nama | Namaceae | annual/perennial herb | Jan-Jul | None | None | G4G5 | S1S2 | 2B.2 | | 1994-01-01 | No Photo Available |
| *Navarretia prostrata* | prostrate vernal pool navarretia | Polemoniaceae | annual herb | Apr-Jul | None | None | G2 | S2 | 1B.2 | Yes | 2001-01-01 | No Photo Available |
| *Nolina cismontana* | chaparral nolina | Ruscaceae | perennial evergreen shrub | (Mar)May-Jul | None | None | G3 | S3 | 1B.2 | Yes | 2001-01-01 |  © 2005 Santa Monica Mountains National Recreation Area |
| *Pentachaeta aurea* ssp. *allenii* | Allen's pentachaeta | Asteraceae | annual herb | Mar-Jun | None | None | G4T1 | S1 | 1B.1 | Yes | 2008-05-08 |  ©2008 Bob Allen |
| *Pentachaeta aurea* ssp. *aurea* | golden-rayed pentachaeta | Asteraceae | annual herb | Mar-Jul | None | None | G4T3 | S3 | 4.2 | | 2001-01-01 | No Photo Available |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Phacelia hubbyi* | Hubby's phacelia | Hydrophyllaceae | annual herb | Apr-Jul | None | None | G4 | S4 | 4.2 | Yes | 2007-02-02 | No Photo Available |
| *Phacelia keckii* | Santiago Peak phacelia | Hydrophyllaceae | annual herb | May-Jul | None | None | G1 | S1 | 1B.3 | Yes | 1980-01-01 | No Photo Available |
| *Phacelia ramosissima* var. *austrolitoralis* | south coast branching phacelia | Hydrophyllaceae | perennial herb | Mar-Aug | None | None | G5?T3Q | S3 | 3.2 | | 2007-05-17 | No Photo Available |
| *Piperia cooperi* | chaparral rein orchid | Orchidaceae | perennial herb | Mar-Jun | None | None | G3 | S3S4 | 4.2 | | 2001-01-01 | No Photo Available |
| *Piperia leptopetala* | narrow-petaled rein orchid | Orchidaceae | perennial herb | May-Jul | None | None | G4 | S4 | 4.3 | Yes | 2001-01-01 |  ©2006 Brad Kelley |
| *Pseudognaphalium leucocephalum* | white rabbit-tobacco | Asteraceae | perennial herb | (Jul)Aug-Nov(Dec) | None | None | G4 | S2 | 2B.2 | | 2006-11-03 |  © Anuja Parikh and Nathan Gale |
| *Quercus dumosa* | Nuttall's scrub oak | Fagaceae | perennial evergreen shrub | Feb-Apr(May-Aug) | None | None | G3 | S3 | 1B.1 | | 1994-01-01 | No Photo Available |
| *Quercus engelmannii* | Engelmann oak | Fagaceae | perennial deciduous tree | Mar-Jun | None | None | G3 | S3 | 4.2 | | 1988-01-01 | No Photo Available |
| *Rhinotropis cornuta* var. *fishiae* | Fish's milkwort | Polygalaceae | perennial deciduous shrub | May-Aug | None | None | G5T4 | S4 | 4.3 | | 1974-01-01 | No Photo Available |
| *Romneya coulteri* | Coulter's matilija poppy | Papaveraceae | perennial rhizomatous herb | Mar-Jul(Aug) | None | None | G4 | S4 | 4.2 | | 1974-01-01 | No Photo Available |
| *Saltugilia caruifolia* | caraway-leaved woodland-gilia | Polemoniaceae | annual herb | May-Aug | None | None | G4 | S4 | 4.3 | | 1974-01-01 | No Photo Available |
| *Scutellaria bolanderi* ssp. *austromontana* | southern mountains skullcap | Lamiaceae | perennial rhizomatous herb | Jun-Aug | None | None | G4T3 | S3 | 1B.2 | Yes | 1994-01-01 | No Photo Available |
| *Selaginella cinerascens* | ashy spike-moss | Selaginellaceae | perennial rhizomatous herb | | None | None | G3G4 | S3? | 4.1 | | 1974-01-01 | No Photo Available |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Senecio aphanactis* | chaparral ragwort | Asteraceae | annual herb | Jan-Apr(May) | None | None | G3 | S2 | 1B.2 | | 1994-01-01 |  Neal Kramer |
| *Sidalcea neomexicana* | salt spring checkerbloom | Malvaceae | perennial herb | Mar-Jun | None | None | G4 | S2 | 2B.2 | | 1994-01-01 | No Photo Available |
| *Suaeda esteroa* | estuary seablite | Chenopodiaceae | perennial herb | (Jan-May)Jul-Oct | None | None | G3 | S2 | 1B.2 | | 1984-01-01 | No Photo Available |
| *Suaeda taxifolia* | woolly seablite | Chenopodiaceae | perennial evergreen shrub | Jan-Dec | None | None | G4 | S3S4 | 4.2 | | 1994-01-01 | No Photo Available |
| *Symphyotrichum defoliatum* | San Bernardino aster | Asteraceae | perennial rhizomatous herb | Jul-Nov | None | None | G2 | S2 | 1B.2 | Yes | 2004-01-01 | No Photo Available |
| *Tetracoccus dioicus* | Parry's tetracoccus | Picrodendraceae | perennial deciduous shrub | Apr-May | None | None | G2G3 | S2 | 1B.2 | | 1974-01-01 | No Photo Available |
| *Tortula californica* | California screw moss | Pottiaceae | moss | | None | None | G2G3 | S2? | 1B.2 | Yes | 2001-01-01 | No Photo Available |
| *Verbesina dissita* | big-leaved crownbeard | Asteraceae | perennial herb | (Mar)Apr-Jul | FT | CT | G1G2 | S1 | 1B.1 | | 1984-01-01 | No Photo Available |

Showing 1 to 95 of 95 entries

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**Suggested Citation:**

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 28 August 2025].

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# Appendix H – Notice of Availability

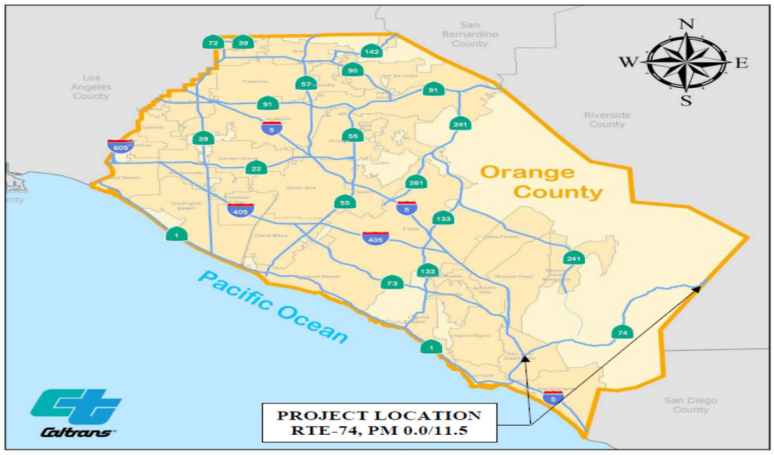
# Public Notice

**State Route 74 Multi Asset Project**

Notice of Intent to Adopt a *Negative Declaration*

Notice of Availability of an Initial Study and Preliminary Section 4(f) De Minimis Finding

(Study results available)




## WHAT'S BEING PLANNED?

Caltrans proposes this multi-asset management project which is located along State Route 74 (SR-74) from SR-74/ Interstate 5 (I-5) Separation (PM 0.0) to 1.0-mile East of San Juan Creek (PM 11.5), in Orange County, including the city of San Juan Capistrano and the county unincorporated area. The project proposes to address a range of improvements, including roadway, traffic safety devices, complete street elements, and drainage systems. Two alternatives are being considered: the Build and No Build Alternative.

## WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study (IS). This notice is to tell you of the availability of the IS and Proposed Negative Declaration (ND) and Preliminary Section 4(f) De Minimis Finding for your review before the final design is selected.

## WHAT'S AVAILABLE?

The IS/Proposed ND and Preliminary Section 4(f) De Minimis Finding are available for review at the Caltrans District 12 Office, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, on weekdays from 8:00 a.m. to 5:00 p.m. The documents are also available for review at the following location during normal business hours:

- OC Library - San Juan Capistrano Branch (Hours: Mon - Thu: 10:00 am - 7:00 pm and Fri - Sat: 9:00 am - 5:00 pm)
  31495 El Camino Real, San Juan Capistrano, CA 92675

In addition, the IS/Proposed ND and Preliminary Section 4(f) De Minimis Finding, and project information is also available online at: https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-multi-asset-project.

## WHERE YOU COME IN

Do you have any comments about processing the project with a Proposed ND? Do you disagree with the findings of our study as set forth in the Proposed ND? Would you care to make any other comments on the project? Would you like a public meeting/hearing?

Public Comment Period: November 24, 2025 to December 23, 2025

Please submit your comments or request for a public hearing no later than 5:00 pm, December 23, 2025 via email to:

SR-74multiassetproject@dot.ca.gov, or in writing to: Carmen Lo, Associate Environmental Planner, Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705. The date we will begin accepting comments is November 24, 2025. If there are no major comments, Caltrans will proceed with the project's design.

## CONTACT

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 12 Office of Public Affairs at (657) 328-6309. TDD users may contact the California Relay Service TDD line at (800) 735-2929 or Voice Line at (800) 735-2922. For more information about this study or any other transportation matter, contact the Office of Public Affairs at (657) 328-6309 or by email at D12PIO@dot.ca.gov

# Anuncio Público

## Proyecto de Activos Múltiples de la Ruta Estatal 74

Aviso de Intención de Adoptar una Declaración Negativa
Aviso de Disponibilidad de un Estudio Inicial y de la determinación preliminar de Minimis conforme a la Sección 4(f) (Resultados del estudio están disponibles)




### ¿QUÉ SE ESTÁ PLANEANDO?

El Departamento de Transporte de California (Caltrans) propone este proyecto de activos múltiples a lo largo de la Ruta Estatal 74 (SR-74), desde la Separación SR-74/Interestatal 5 (I-5) en el Punto de Millas (PM, en inglés) 0.0 hasta 1 milla al este de San Juan Creek (PM 11.5), en el Condado de Orange, incluyendo la Ciudad de San Juan Capistrano y el área no incorporada del condado. El proyecto propone abordar una serie de mejoras, que incluyen carreteras, dispositivos de seguridad vial, elementos de calles completas y sistemas de drenaje. Se están considerando dos alternativas: la Alternativa para Construir y la Alternativa para No Construir.

### ¿POR QUÉ ESTE ANUNCIO PÚBLICO?

Caltrans ha estudiado los impactos que este proyecto puede tener sobre el medio ambiente. Los estudios demuestran que no afectará significativamente la calidad del medio ambiente. El informe que explica el por qué se llama Estudio Inicial (IS, en inglés). Este aviso es para informarle sobre la disponibilidad del IS y la Declaración Negativa (ND, en inglés) Propuesta y la determinación Preliminar de Minimis conforme a la Sección 4(f), para su revisión antes de seleccionar el diseño final.

### ¿QUÉ SE TIENE DISPONIBLE?

El IS/ND Propuesto y la determinación Preliminar de Minimis conforme a la Sección 4(f) están disponibles para su revisión en la Oficina del Distrito 12 de Caltrans, ubicada en 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, entre semana de 8:00 a.m. a 5:00 p.m. Los documentos también están disponibles para su revisión en la siguiente ubicación durante el horario normal de oficinas:

- OC Library - San Juan Capistrano Branch, 31495 El Camino Real, San Juan Capistrano, CA 92675
  (horario: lunes - jueves: 10:00 a.m. a 7:00 p.m. y viernes - sábado: 9:00 a.m. a 5:00 p.m.)

Además, el IS/ND Propuesto, la determinación Preliminar de Minimis conforme a la Sección 4(f), y la información del proyecto también están disponibles en línea en: https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-multi-asset-project.

### ¿CÓMO PUEDO COMENTAR?

¿Tiene algún comentario sobre el procesamiento del proyecto con una MND Propuesta? ¿Está usted en desacuerdo con las conclusiones de nuestro estudio expuestas en la ND Propuesta? ¿Le gustaría hacer algún otro comentario sobre el proyecto? ¿Le gustaría tener una reunión/audiencia pública?

Periodo de comentarios públicos: 24 de noviembre de 2025 al 23 de diciembre de 2025

Por favor de enviar sus comentarios o solicitud para una audiencia pública a más tardar a las 5:00 p.m. del 23 de diciembre de 2025 por correo electrónico a: SR-74multiassetproject@dot.ca.gov, o por escrito a: Carmen Lo, Associate Environmental Planner, Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705. La fecha en que comenzaremos a aceptar comentarios es el 24 de noviembre de 2025. Si no reciben comentarios importantes, Caltrans procederá con el diseño del proyecto.

### CONTACTO

Las personas que requieran adaptaciones especiales (intérprete de Lenguaje de Señas Americano, documentación en formatos alternativos, etc.) deben comunicarse con la Oficina de Asuntos Públicos del Distrito 12 al (657) 328-6309. Los usuarios de TDD pueden comunicarse con la línea TDD del Servicio de Retransmisión de California al (800) 735-2929 o con la línea de voz al (800) 735-2922. Para obtener más información sobre este estudio o cualquier otro asunto de transporte, comuníquese con la Oficina de Asuntos Públicos al (657) 328-6309 o por correo electrónico a D12PIO@dot.ca.gov.