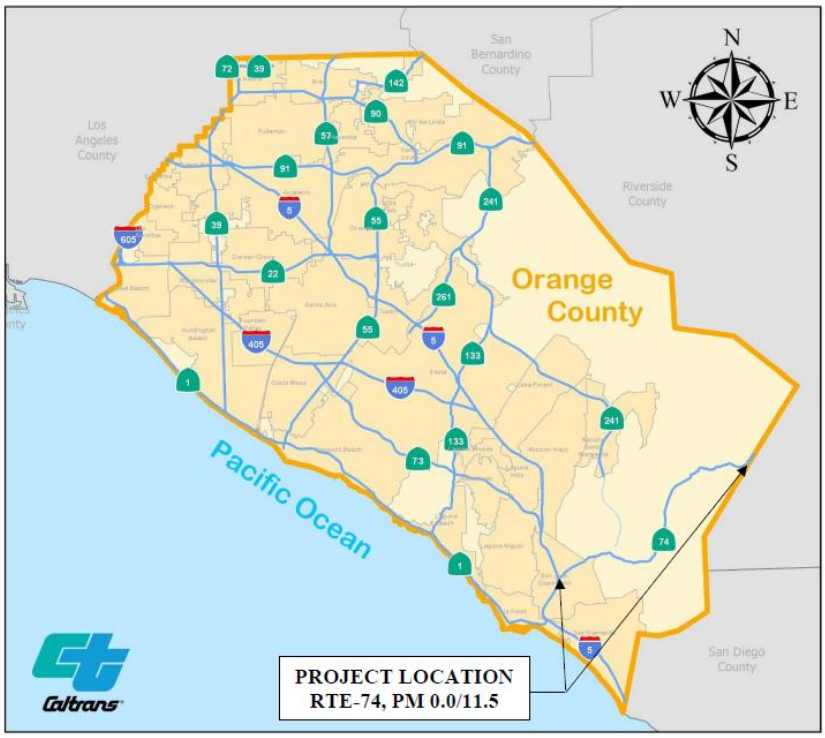
State Route 74 Multi Asset Project

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

Initial Study with Negative Declaration



Prepared by the
State of California, Department of Transportation

March 2026

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General Information About this Document

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS) with Negative Declaration, 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 have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, and/or minimization measures. The Initial Study circulated to the public for 30 days between November 24, 2025 and December 23, 2025. In addition, Caltrans also accepted late comments until December 31, 2025; these late comments were also captured and responded in Chapter 3 and labeled as "Comments Received After Public Circulation Period Ended." Comments received during this period are included in Chapter 3. Changes made to the document since the draft document circulation showed a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been indicated. 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)
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- 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.

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# 2025110959

12-ORA-74, 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 NEGATIVE DECLARATION

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

Responsible Agency:

California Transportation Commission

March 9, 2026
Date

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

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SCH # 2025110959

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.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined 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.

Chris Flynn _____ March 9, 2026

Chris Flynn
Deputy District Director
District 12
California Department of Transportation

Date

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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 Preferred Alternative includes the following improvements:

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

1.1.1 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.

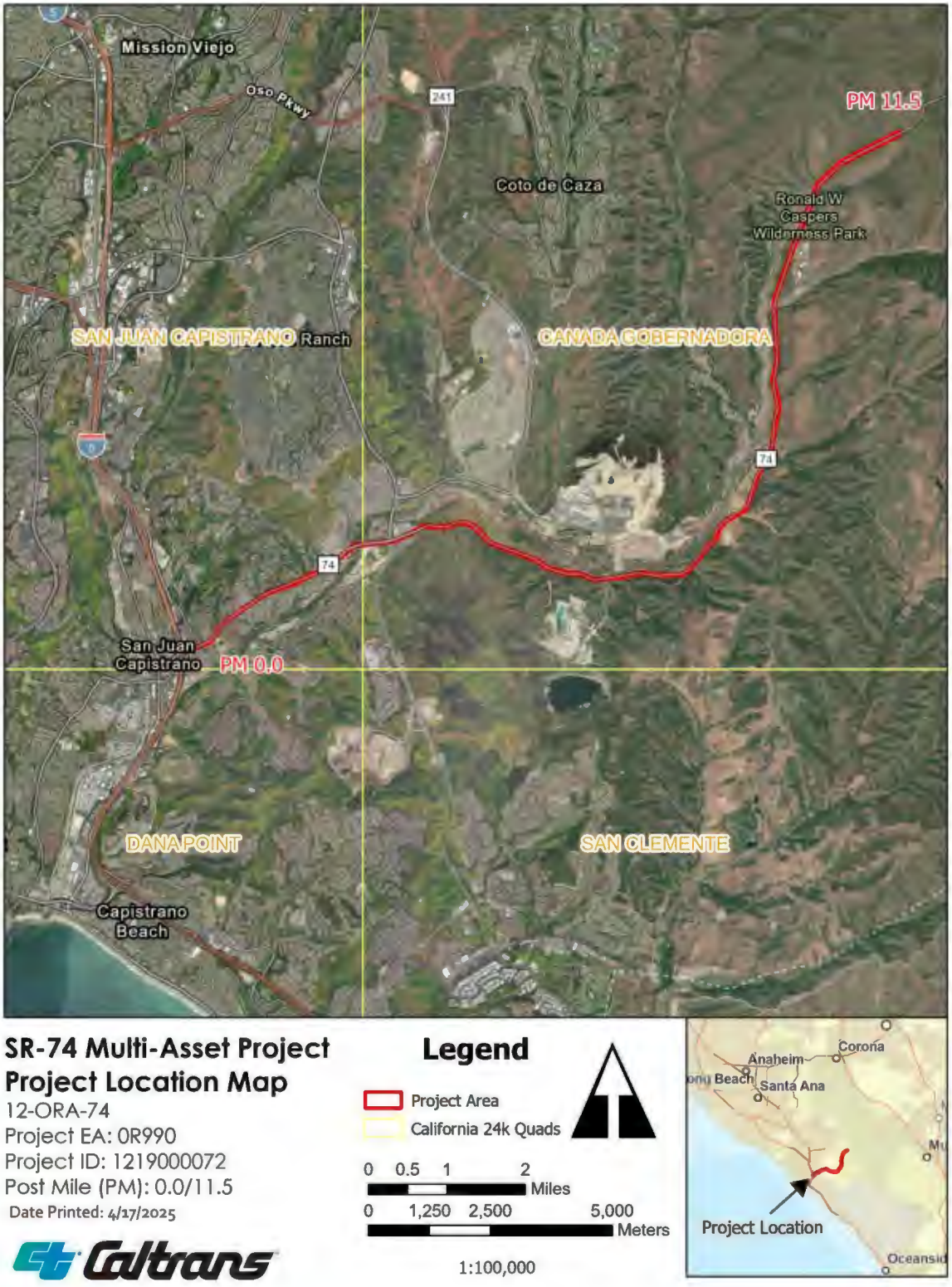

Figure 1-1: Project Location Map

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.

1.2.1 Build Alternative (Preferred Alternative)

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

1.2.1.1 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 pipe lining (CIPP) and flared end sections (FES). All work will be performed within state right-of-way.

1.2.1.2 Traffic Safety Device Improvements:

The primary purpose of upgrading traffic safety devices is to enhance safe transportation facilities to 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 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.

1.2.1.3 Complete Street Improvement:

The primary purpose of upgrading complete street elements is to enhance safe transportation facilities to the commuters including pedestrians 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.

1.2.1.4 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.

1.2.2 No Build Alternative

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

1.2.3 Other Project Elements (Standardized Project Measures)

The Preferred Alternative contains a number of standardized project measures, which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. The use of these measures with the Preferred Alternative is described in more detail in Chapter 2 of this document as Project Features (PF) are numbered. For example, a Project Feature applicable to water quality would be titled and listed as PF-WQ-1.

1.2.3.1 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.

1.2.3.2 Cultural

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

  PF-CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. In addition, contact the District 12 Division of Environmental Analysis; Alben Phung, Senior Environmental Scientist: (949)279-8715, and Victoria Stosel Project Archaeologist at (949) 236-0570. Further provisions of PRC 5097.98 are to be followed as applicable. Standard Specification 14-2.03. Standard Specification 14-2.03.

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

  PF-CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 12 Division of Environmental Analysis; Alben Phung, Senior Environmental Scientist: (949)279-8715, Cheryl Sinopoli, DNAC: (949) 483-1018, and Victoria Stosel Project Archaeologist at (949) 236-0570 Further provisions of PRC 5097.98 are to be followed as applicable. Standard Specification 14-2.03.

- **Caltrans Standard Specification 14-2.03C: Cultural Sensitivity Training**

  PF-CUL-3: Provide Cultural Sensitivity Training to the Contractor prior to construction start. Standard Specification 14-2.03C.

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

  PF-CUL-4: 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. The ESA fencing will be in compliance with Standard Specification 16-2.03. 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 Environmental Monitoring Area (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 Specifications Section 14.8-03 and 14-2.03A: Vibration Monitoring and Historic Properties Post-Monitoring Report**

  PF-CUL-5: 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: Archaeological and Native American Monitoring**

  PF-CUL-6: 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 Specifications Section 14.8-03 and 14-2.03A: Vibration Monitoring and Historic Properties Post-Monitoring Report**

  PF-CUL-7: 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-8: 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-9: 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-10: 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.

1.2.3.3 Paleontology

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

  PF-PAL-1: Caltrans will inform the contractor that the Department is performing paleontological resource minimization measure 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 Measure**

  PF-PAL-2: Caltrans will inform the contractor that the Department is performing paleontological resource minimization measure 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.

1.2.3.4 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

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

to find there is elevated level of lead in the soil. ADL investigation will be completed during 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).

1.2.3.5 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.

1.2.3.6 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 minimization measure 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.

1.2.3.7 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 Final Decision Making Process

After the public circulation period, all comments were considered and included in this document, and Caltrans selected Build Alternative as the preferred alternative and made the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), since no unmitigable significant adverse impacts are identified, Caltrans has prepared a ND (which was proposed for this project). Caltrans also accepted late comments until December 31, 2025; these late comments were responded to in Chapter 3 and labeled as "Comments Received After Draft IS Public Comment Period Ended".

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

Agency	PLAC	Status
SHPO	Section 4(f) De Minimis Concurrence	Concurrence was received on February 23, 2026.
California Transportation Commission (CTC)	Funding approval	Approval will be obtained after approval of the Final Environmental Document.

Chapter 2 – CEQA Environmental Evaluation

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)).

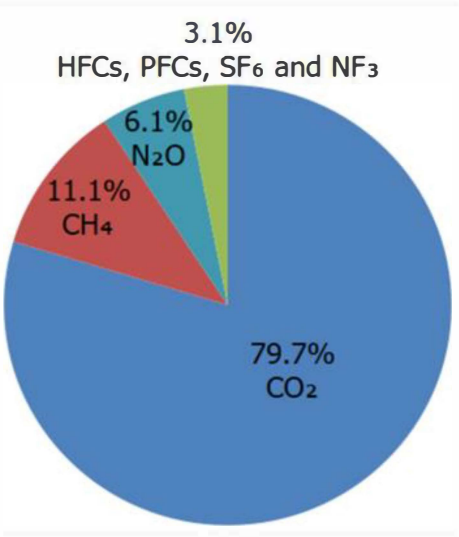

Figure 2-1: U.S. 2022 Greenhouse Gas Emissions by Gas

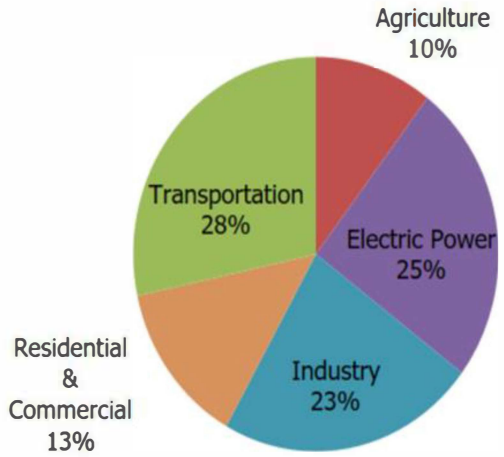

Figure 2-2: U.S. 2022 Greenhouse Gas Emissions by Sector

(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).

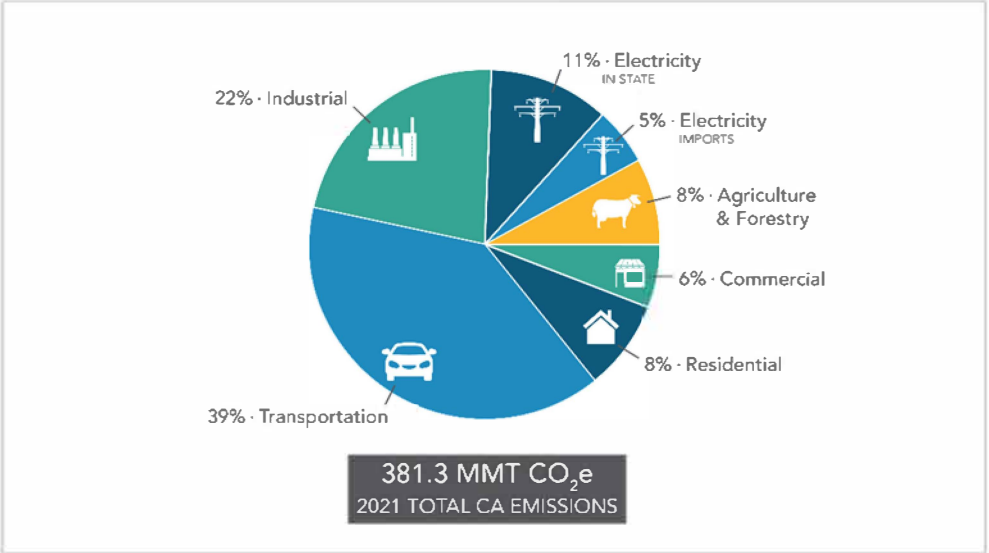

Figure 2-3: California 2021 Greenhouse Gas Emissions by Economic Sector

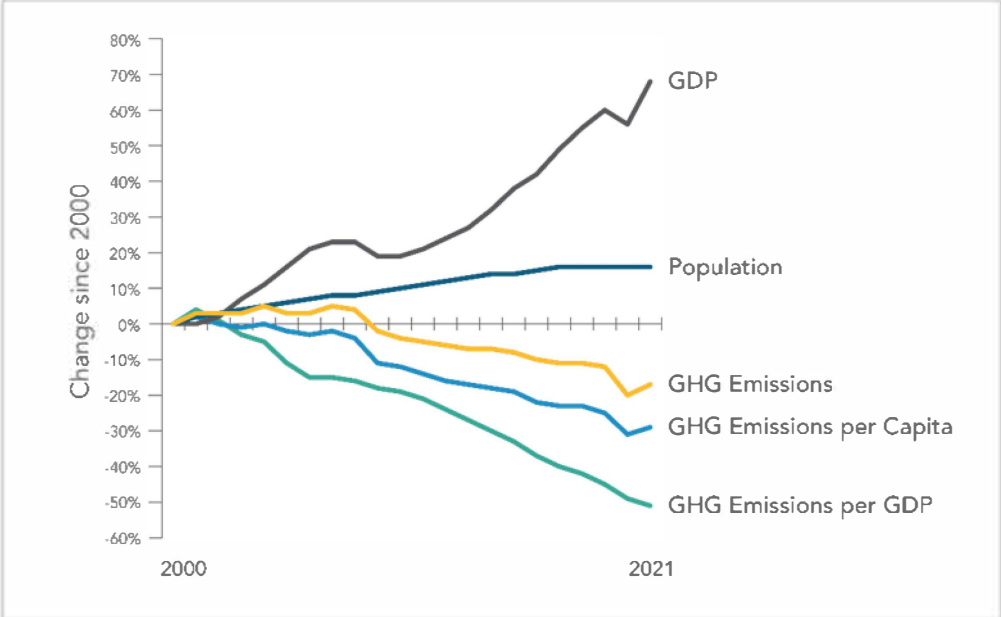

Figure 2-4: Change in California GDP, Population, and GHG Emissions since 2000

(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
	• Complete Streets
	• Transit and Multimodal Integration
	  ○ Transportation Systems Management (TSM)
	  ○ Transportation Demand Management (TDM)

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments (SCAG) *Southern California Clean Cities Coalition Strategic Plan*, Adopted April 2024	• Support alternative fuel and advanced technology vehicle infrastructure. • Increase the number and accessibility of fueling and charging stations, especially in key transportation corridors. • Promote the adoption of clean and sustainable transportation technologies. • Facilitate the deployment of alternative fuel vehicles and advanced technology vehicles. • Advocate for standardized policies and regulations that support clean transportation. • 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. • 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 Preferred 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:	**Date:**
Printed Name:	**For:**

2.3 CEQA Environmental Checklist

2.3.1 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?	☐	☐	☐	☒

2.3.1.1 CEQA Significance Determinations for Aesthetics

The potential for the Preferred 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

2.3.2 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?	☐	☐	☐	☒

2.3.2.1 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 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 Preferred Alternative and, therefore, no land

[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.

under contract would be impacted. Furthermore, the Preferred 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 Preferred 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

2.3.3 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:

2.3.3.1 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: The Preferred 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 Preferred Alternative would be less than significant. No mitigation is required.

c) Less than Significant Impact: The Preferred Alternative would not expose sensitive receptors to substantial pollutant concentrations. Any impacts associated with the Preferred 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 Preferred 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 Preferred Alternative would comply with the SCAQMD Rule 402, during construction (PF-AQ-1 through PF-AQ-3). Thus, impacts from the Preferred 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-and-offsite shall be prohibited from idling excess of 5 minutes.

2.3.4 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?	☐	☐	☐	☒

2.3.4.1 CEQA Significance Determinations for Biological Resources

The potential for the Preferred 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 cottonwood-willow riparian forest 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 minimization measure 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 minimization measure-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 minimization measure -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 non-listed special-status plant species were observed in the BSA during the 2025 surveys. An additional seven non-listed 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 non-listed 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 non-listed special-status animal species, yellow warbler (Setophagia petechia), was observed within the BSA during the 2025 surveys. Another 11 non-listed 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 minimization measure 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 minimization measure 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 minimization measure 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 was conducted during PAED phase. Two additional minimization measures were developed in consultation with the USFWS and have been included in this document

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 minimization measure 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 minimization measure 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 Preferred 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 during design phase.

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 minimization measure 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 minimization measure 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.

Non-listed 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 non-listed special-status species to occur within portions of the BSA (except for the yellow warbler, a non-listed 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 non-listed special-status animals would be avoided, and no compensatory minimization measure for non-listed 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.

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.

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 minimization measure 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 HCP and 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 Minimization Measure: 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.

In addition, Caltrans received technical assistance from USFWS and developed the following additional minimization measures for the project:

BIO-FWS-1 ARTO fencing will consist of woven nylon netting approximately 2 feet in height and attached to wooden stakes. The bottom of the fence will be secured with gravel bags to prevent burrowing beneath the fence. All fencing materials (mesh, stakes, etc.) will be removed following construction activities. Ingress and egress of construction equipment and personnel will be kept to a minimum, but, when necessary, equipment and personnel will use a single access point to the site. The access point will be as narrow as possible and will be closed off by exclusionary fencing when personnel were not present on the site."

BIO-FWS-2 Prior to construction activities, but after exclusionary fencing has been installed, at least two surveys for arroyo toads will be conducted within the fenced area by a Service-approved biologist. Surveys will be conducted during appropriate climatic conditions and during the appropriate time of day or night to maximize the likelihood of encountering arroyo toads. If climatic conditions are not appropriate for arroyo toad movement during the surveys, a qualified biologist may attempt to illicit a response from the arroyo toads, during nights (i.e., at least 1 hour after sunset) with temperatures above 50 degrees Fahrenheit, by spraying the project area with water to simulate a rain event."

2.3.5 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?	☐	☐	☒	☐

2.3.5.1 CEQA Significance Determinations for Cultural Resources

The potential for the Preferred Alternative to result in significant impacts related to cultural resources was assessed in the Historic Property Survey Report (HPSR; October 2025). 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 was concurrence from SHPO and Caltrans has made a de minimis finding based on their written concurrence in the Section 106 determination dated February 23, 2026.

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

2.3.6 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?	☐	☐	☐	☒

2.3.6.1 CEQA Significance Determinations for Energy

The potential for the Preferred 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

2.3.7 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?	☐	☐	☒	☐

2.3.7.1 CEQA Significance Determinations for Geology and Soils

The potential for the Preferred 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 minimization measure 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.

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

PF-PAL-2 Caltrans will inform the contractor that the Department is performing paleontological resource minimization measure 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.

2.3.8 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).

2.3.8.1 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

2.3.9 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 Preferred 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)

2.3.9.1 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).

2.3.10 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?	☐	☐	☐	☒

2.3.10.1 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 Preferred 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 Preferred 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 Preferred 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.

2.3.11 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?	☐	☐	☐	☒

2.3.11.1 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 Preferred 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.

2.3.12 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?	☐	☐	☐	☒

2.3.12.1 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).

2.3.13 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?	☐	☐	☐	☒

2.3.13.1 CEQA Significance Determinations for Noise

The potential for the Preferred 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 qualify 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 Preferred 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 minimization measure 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.

2.3.14 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?	☐	☐	☐	☒

2.3.14.1 CEQA Significance Determinations for Population and Housing

The potential for the Preferred 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

2.3.15 Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	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?	☐	☐	☐	☒

2.3.15.1 CEQA Significance Determinations for Public Services

The potential for the Preferred 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.

2.3.16 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.

2.3.16.1 CEQA Significance Determinations for Recreation

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

a) No Impact: The Preferred 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 Preferred Alternative does not include the construction or expansion of recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

None Required

2.3.17 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?	☐	☐	☒	☐

2.3.17.1 CEQA Significance Determinations for Transportation

The potential for the Preferred 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.

2.3.18 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.	☐	☐	☒	☐

2.3.18.1 CEQA Significance Determinations for Tribal Cultural Resources

The potential for the Preferred 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 measures 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.

2.3.19 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?	☐	☐	☐	☒

2.3.19.1 CEQA Significance Determinations for Utilities and Service Systems

The potential for the Preferred 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

2.3.20 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?	☐	☐	☐	☒

2.3.20.1 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 evacuation plans

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

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

2.3.21 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?	☐	☐	☐	☒

2.3.21.1 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 Impact:** 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 minimization measure, 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.

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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 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.

3.1 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. The PDT was responsible for conducting/approving of studies and the accumulation of data throughout project development. Regularly scheduled PDT meetings assisted in maintaining group dynamics and communication. Besides, focused PDT meetings were called as necessary to resolve specific project issues. More meetings were necessary during initial periods, with decreasing need during the technical studies, and increasing again during completion and analysis of results prior to completing this document.

3.2 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. Initial consultation during the PA&ED phase was concluded during the cultural studies period with all interested tribal parties sent letters and emails regarding the cultural project findings and the opportunity to comment during the next planning phase. Per The Department policy and AB52, tribal consultation remains ongoing throughout the project delivery process. At this time, consultation with the Kizh Nation will continue during the design phase.

3.3 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.

3.4 Public Participation

On November 24, 2025, Caltrans distributed the Notice of Availability (NOA), both in English and Spanish, for the proposed project to agencies, organizations, elected officials, and other interested parties. The NOA summarized the proposed project, stated Caltrans' completion of the IS with Proposed ND and its availability for public review, requested for a public meeting/hearing, and requested comments from the agencies and the interested parties. The NOA was also published in the OC Register and a local Spanish newspaper La Opinion on November 24, 2025 (copies of the newspaper advertisements are included in this document). In addition, the NOA was mailed to the residents and businesses within ¼ mile of the proposed project and was also shared on the Department's social medium, including X/Twitter, Instagram and Facebook.

The Draft IS/Proposed ND was publicly circulated for review to solicit comments during the period of November 24, 2025, through December 24, 2025. The Draft IS/ND was made available at the OC Library - San Juan Capistrano Branch and Caltrans District 12 office, and also available at the following website:

https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-multi-asset-project

Comments received on the proposed project Draft IS are organized and responded in this chapter, no public hearing was held for the proposed project. In addition to the comments received during public circulation period, Caltrans also accepted any late comments received by late December 2025; these late comments were also captured and responded in this chapter and labeled as "Comments Received After Draft IS Public Comment Period Ended".

The subject document is an IS; in addition, Categorical Exclusion (CE) subject to NEPA was also prepared and included as part of this document.

The Orange County Register and OCRegister.com | Section A | Monday, November 24, 2025 7

NORTHERN CALIFORNIA

Celebrated chef's 'breakdown' led to arrest in bank robberies

By Carina Kline
THE NEW YORK TIMES

On a warm May morning in 2018, a man with a graying beard walked into a Citibank in Orinda, a suburb in the Bay Area. He was over 6 feet tall and burly, but it was the way he was dressed that stood out. Black hoodie, sunglasses, latex gloves. And he carried a duffel bag.

"I knew exactly what he was doing," recalled Kamyar Aminshahrei, a manager of the bank at the time. "I told my banker to hit the alarm — we're getting robbed."

When the man approached, he was visibly shaking as he held up what would later be identified as a BB gun. Aminshahrei assured him that a teller would cooperate. "I said, 'It's OK, hold the gun at me,' and I talked him through it. You could tell he was nervous."

The man made off with about $18,000, driving away in a 1997 black Mercedes. Authorities managed to track him down that same day.

His name was Valentino Luchin. He was 54 and a resident of nearby Lafayette.

He was also an acclaimed chef.

The news shocked many in the Bay Area. Luchin had once been the executive chef at the famed Rose Pistola in San Francisco. His own restaurant, Ottavio, had delighted critics and patrons with its soulful Italian food.

Luchin eventually pleaded guilty to one count of second-degree robbery and served six months in a county jail, during which he worked in the kitchen.

After he was released, he seemed to blend back into the restaurant scene.

Until this past September, when Luchin, at 62, was accused of robbing three more banks.

Born in the Venice area of northern Italy, Luchin began working at age 15. He apprenticed with a chef, studying the region's cuisine, and was praised for his natural abilities.

In the early 1990s, he relocated to New York and learned English while working at the popular Italian restaurant Beppe.

In 2007, Luchin landed the prestigious post at Rose Pistola, a storied institution that championed dishes from Liguria and had been credited with helping change the landscape of Italian food in America.

Luchin's technique and deep knowledge of food were exciting. The way he added liver to his Bolognese sauce and simmered it for hours, or how he steamed his risotto to concentrate the flavors.

"Little things like that made me admire him," said Pablo Estrada, who worked as his sous-chef and now runs his own restaurant. "I got along with him because I understood his philosophy. But not everybody felt that way."



This Bank of America in San Francisco, shown on Oct. 30, is a branch that Valentino Luchin, 62, has been accused of robbing. Once and acclaimed chef, Luchin now sits in jail accused in a series of September bank robberies. PHOTOS BY IAN C. BATES — THE NEW YORK TIMES



This San Francisco bank is one of the three banks in one neighborhood Valentino Luchin has been accused of robbing. Luchin said he turned to crime after a downward spiral that cost him his restaurant, and his marriage.

Former staff members said Luchin could exhibit an ego and clash with colleagues. They recalled that he also might have had trouble managing the food and labor costs. Less than a year passed before he was fired.

Soon after, an acquaintance introduced Luchin to Kenneth Maraccini, who owned a metallurgical laboratory and was intrigued by the idea of opening a restaurant. A partnership was born. Maraccini fronted the money. Luchin dreamed up the menu.

By then Luchin was married, with two children. His wife, Michele, would help with the venture.

In the spring of 2010, they opened the doors to Ottavio.

Ottavio's northern Italian fare was a welcome addition to the quaint downtown of Walnut Creek, an affluent and bustling suburb just east of Oakland.

The restaurant itself was modest, its tiny vine-covered exterior easy to miss. Inside, the walls were a deep purple, and candles flickered on about a dozen wooden tables. The staff was spare, and servers were responsible for waiting tables and sometimes busing dishes.

But Ottavio became a local gem, praised for its fresh pappardelle with wild boar ragu and its pork chop with fig-apricot mostarda.

In January 2013, Luchin and his wife signed a deal to take over full ownership of the restaurant, agreeing to pay Maraccini $100,000 over five years.

But Ottavio had already begun to face what would become an array of financial and legal issues. A supplier had sued for nonpayment of delivered goods, and two former employees had filed claims with the state's Labor Commission that's Ottavio for unpaid wages and tips.

One claim resulted in an award of $74,000. To recoup some of the debt, a court-appointed receiver ordered the couple to turn over the restaurant's liquor license, which he estimated could be sold for up to $17,000.

Shortly afterward, the Luchins stopped making payments to Maraccini.

In the fall of 2015, the Luchins filed for Chapter 13 bankruptcy, listing their debt at more than $113,000.

According to court documents, the restaurant had pulled in $385,000 over the previous 12 months, but the couple's salary was about $73,000, considered low-income for the area. Sometimes Luchin would wait on tables himself just to earn tips. The case was dismissed after the Luchins were unable to make required payments to creditors.

A few months later, Ottavio quietly closed.

Many in the restaurant industry may not condone robbing a bank, but can understand the depth of desperation that would lead one to do so.

"If you know this guy, you would absolutely be heartbroken — clearly, the stress wore him out, and he made terrible decisions," said Jim Telford, who owned a wine bar around the corner from Ottavio.

Telford said he and Luchin would commiserate on the difficulties that came with getting their businesses off the ground. But he was often surprised by the generosity of the chef, who made gestures like delivering alabaster meals when Telford's daughter celebrated her first birthday.

In early 2018, Luchin inquired about a job with Telford, who had opened a restaurant. The only available position was for a sous-chef. Luchin declined. Soon after, he robbed his first bank.

Following his time in jail, Luchin took a job in San Francisco at Doppio Zero, an Italian eatery with multiple locations.

"We thought we'd give him a chance," said Gianni Chiarito, one of the restaurant's owners, about Luchin. "He's mellow — he's not a violent criminal with a temper. He just screwed up."

On the last day of 2019, Luchin filed a petition for Chapter 7 bankruptcy.

On Sept. 10 this year, three banks within two blocks of one another in downtown San Francisco reported similar events. In each, according to court transcripts, a man with the same physical description had passed an employee a note with a brief message.

"This is a robbery."

The first occurrence was just before noon at CTBC Bank in the Chinatown neighborhood.

"Don't worry," the man said from behind a black mask. "Give me the money."

He then hit up a BMO Bank and a Bank of America. At the latter, a teller recognized him as a recent customer who had tried unsuccessfully to cash a check.

Authorities quickly turned their attention to Luchin, who was staying at a nearby hostel. He was arrested that day and booked into a county jail.

Luchin is housed in a correctional facility in San Bruno, 17 miles south of the scene of his latest crime.

Held on $200,000 bail, he is facing two counts of second-degree robbery and two counts of attempted second-degree robbery.

"I'm very stressed," Luchin said during a recent phone call with The New York Times. "Sometimes I have the stresses, you know? I'm trying to keep it within. I think I'm doing pretty good. We'll see how long it lasts."

The bank robberies, he said, came after a long downward spiral.

He had moved to Maui, Hawaii, two years ago for a promising job that ultimately fizzled, then had trouble finding steady work on the island. He was in two motorcycle accidents, sustaining injuries to his back, shoulder and head.

Struggling with substance abuse and his mental health, he said he checked himself into rehab. He was later charged with shoplifting liquor from a grocery store the owner of which told the Times that he had terrorized her employees. ("My mind wasn't there," Luchin said.)

Luchin filed for divorce last year. In court papers, he said he was earning less than $40,000 and could not pay alimony. Michele Luchin said that she had been unable to find work and that Valentino Luchin had promised to pay for her rent. She had also requested a restraining order, saying her husband could be verbally abusive and prone to anger.

After returning to San Francisco earlier this year, Luchin's latest venture was offering culinary classes and personal chef services, but he said someone had paid him with what turned out to be a fake check. The bank froze his account. In early September, he was threatened with eviction.

Just as in 2018, Luchin said he felt as if he had exhausted all other options. That's when he approached the three banks. He said he made off with $3,000 and paid his weekly rent before police appeared.

Luchin said he regretted his actions. "When you have a breakdown, you don't really reason very well," he said.

Casualties do tie in his wake. There are the former employees of Ottavio who went without proper compensation, and the unpaid vendors. The bank employees who endured moments of fear.

There is also Linn Maraccini, the widow of Luchin's onetime business partner. Maraccini, whose husband died in 2022, said her family was never fully paid what they were owed for the sale of Ottavio. Saddled with the findings of a tax audit for Ottavio, she also said they were forced to take out a reverse mortgage on their home.

"I could care less what happens to him," Maraccini said of Luchin. "I am not vengeful, but he left us in a real pickle."

She could not, however, deny his talent.

His food, she said, was fantastic.

FAST FOOD

McDonald's seasonal Grinch Meal promotion will arrive on Dec. 2

By Fielding Buck
FBUCK@SCNG.COM

Watch out, Hamburglar. Another thief is treading your territory.

McDonald's restaurants will be launching a Grinch Meal on Dec. 2, featuring the dastardly but beloved Dr. Seuss character, according to a news release from the fast food giant.

It will include a Big Mac or a 10-piece order of Chicken McNuggets, plus a new take on McDonald's signature french fries. They're called Dill Pickle "Grinch Salt" McShaker Fries.

The promotion, a partnership with Dr. Seuss Enterprises, will include Grinchy packaging and a pair of socks featuring the Grinch, his hapless dog Max and innocent tyke Cindy Lou Who.

In case like the Grinch you live in a cave, here's a quick rundown of his story.

In "How the Grinch Stole Christmas," the green curmudgeon is so infuriated by the celebrating by his neighbor the Whos down in Who-ville, that he disguises himself as Santa Claus to steal their presents and ruin their holiday.

The Grinch has been part of America's Christmas culture for nearly 70 years. The children's book by Dr. Seuss, aka La Jolla resident Theodor Seuss Geisel, was published in 1957, followed by the classic animated TV special narrated by Boris Karloff in 1966. Several adaptations followed, including an annual musical at San Diego's Old Globe Theatre, the 2000 live action Universal Studios film with Jim Carrey and the 2018 feature-length animated film with voice work by Benedict Cumberbatch.

McDonald's current promotion, a return of its Monopoly games, will end today.

Information: mcdonalds.com/us



McDonald's Grinch Meal will go on sale Dec. 2. IMAGE COURTESY OF MCDONALD'S

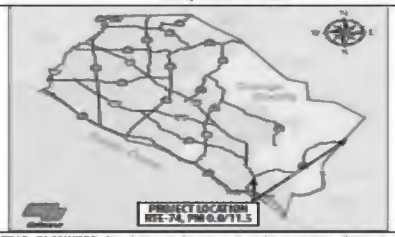
PUBLIC NOTICE

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? 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 I-5 – Ortega Exit 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, 31495 El Camino Real, San Juan Capistrano, CA 92675 (Hours: Mon – Thu: 10:00 a.m. – 7:00 p.m. and Fri – Sat: 9:00 a.m. – 5:00 p.m.)

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/d12-74-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 p.m., 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 accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 12 Office of Public Affairs at (657) 328-6399. 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) 328-6399 or by email at *D12PA@dot.ca.gov*

AVISO 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 Mínimis 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 Mínimis 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 Ppreliminar de Mínimis 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 Mínimis 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 ND 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:

- por correo electrónico a: *SR-74multiassetproject@dot.ca.gov*
- o por escrito a: Carmen Lo, Associate Environmental Planner
  Caltrans District 12, Division of Environmental Analysi,
  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*.

Clasificados!

Se Vende
TERRENO
Villa Gaviota playa
Novillero Nayarit
200 metros, terreno urbanizado frente al mar,
Precio $30,000
enganche $20,000, balance $300 al mes o recibo auto como parte de enganche.
Informes llamar:
562-500-3921





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Estamos
para la **gente** que hace de **Los Angeles** una ciudad **grandiosa**

Es cierto, te traemos las últimas noticias. Pero eso no es todo. Además de ello, participamos activamente en los asuntos de la comunidad y en la búsqueda de justicia, y para que nuestros líderes sean responsables por sus acciones.

Desde el 16 de septiembre de 1926, hemos sido los guardaespaldas de esta comunidad. Luchamos siempre por mejores escuelas, por calles seguras, en defensa de los inmigrantes, por el cuidado médico para ti. Pero sobre todo, *te escuchamos.*



Estamos para ti
La Opinión

La Opinión



Estamos Conectados
Gracias por ser parte de nuestros seguidores en Facebook
Síganos en /LaOpinionLA/

3.4.1 Responses to Comments

3.4.1.1 Index of Comments Received

The responses to the comments received on the proposed project Draft IS are organized as follows. The comments and responses are grouped by type of commenter. The types of comments are:

Draft IS Comments

- Federal Government Agencies (F)
- State Government Agencies (S)
- Regional Government Agencies (R)
- Local Government Agencies (L)
- Utility Companies (U)
- Tribal Organizations (T)
- Public Comments (P) (received in writing via e-mail or U.S. mail) – Organized by date received.

The comments and responses within each group are presented in a section, and the sections are consecutive according to the list above. The first part of each section provides the comments, and the second part provides the responses. Table 4-1 identifies each of the groups and the commenters in that group. For example, the first group is State Government Agencies, and the first commenter is the California Department of Fish and Wildlife (CDFW). Each comment is given a unique identifier for the commenter, followed by a number for each comment made by the commenter. For example, the first comment of CDFW is S-1-1, with S-1 being the unique identifier for CDFW and "-1" referring to CDFW's first comment. The responses are organized in the same order as the comments. The responses show the unique identifier of the commenter within the commenter's letter. Comments and responses can be easily related with the identifiers.

The responses to comments in this Appendix were also part of the criteria used to identify the Preferred Alternative. The identification of the Preferred Alternative is discussed previously in Chapter 1.

Table 3-1: Comments Received During Draft IS Public Comment Period

Letter	Name	Date
T-1	Juaneño Band of Mission Indians Acjachemen (JBMI) Nation 84A	November 26, 2025
T-2	JBMI Acjachemen Nation 84A (same commenter)	December 5, 2025
L-1	Orange County Public Works	December 22, 2025
P-1	George Alvarez	November 24, 2025
P-2	George Alvarez (same person)	November 24, 2025
P-3	Mary Ann Tucker	November 24, 2025
P-4	George Allen	November 26, 2025
P-5	Gretchen Goldsmith	December 1, 2025
P-6	Ken Thayer	December 2, 2025
P-7	Jackson Hurst	December 3, 2025
P-8	Laurel Ganzell	December 9, 2025
P-9	Cathy Pechstedt	December 12, 2025
P-10	Joel Edwards	December 13, 2025
P-11	David Kelly	December 17, 2025
P-12	Rancho Mission Viejo, LLC	December 18, 2025
P-13	San Juan Capistrano The Oaks Farms	December 22, 2025
P-14	Patricia Conley	December 23, 2025

Table 3-2: Comments Received After Draft IS Public Comment Period

Letter	Name	Date
P-15	Nick Kristobak	December 27, 2025
P-16	Mark Rottmann	December 27, 2025
F-1	USFWS	December 30, 2025

From: Hamilton, Sandra M
To: Lo, Ka-Man@DOT; SR-74 Multi Asset Project@DOT
Subject: SR-74 Multi-Asset Project
Date: Tuesday, December 30, 2025 9:09:54 AM

F-1

This Message Is From an External Sender
This message came from outside your organization. Please be careful when viewing message

Report Suspicious

Hi Carmen,

I am sorry I missed the cutoff date for providing comments on the State Route (SR) 74 Multi Asset Project. While I was unable to review the associated documents in depth, I would like to provide a specific concern on behalf of the Service that I hope you will take into consideration.

The Ortega Highway is one of the deadliest roads for mountain lions in Orange County and poses a significant threat to the Santa Ana mountain lion population due to vehicle strikes. An area of specific concern is the stretch of road between Caspers Park and the USFS Fire Station approximately 6 miles to the east. According to a status review recently published by the California Department of Fish and Wildlife (CDFW), vehicle strikes were the main mortality factor for the Santa Ana genetic population, accounting for 53 percent (50 of 94) of known mountain lion deaths in the Santa Ana Mountains (Vickers et al. 2015; CDFW 2025). Therefore, the enhancement and/or creation of safe wildlife crossings is critical for maintaining the persistence of mountain lions in that area. The Service would like to encourage Caltrans to consider including the installation of wildlife exclusion fencing to reduce mountain lion road fatalities.

If you have any questions, or would like to meet and discuss the need for wildlife exclusion fencing along SR-74, please feel free to reach out.

F-1-1

Thank you for the opportunity to comment on the proposed project.

CDFW. 2025. A Status Review of the Petitioned Southern California/Central Coast Evolutionarily Significant Unit (ESU) of Mountain Lion (Puma concolor couguar) in California. State of California. Report to the California Fish and Game Commission.

Vickers, T. W., J. N. Sanchez, C. K. Johnson, S. A. Morrison, R. Botta, T. Smith, B. S. Cohen, P. R. Huber, H. B. Ernest, and W. M. Boyce. 2015. Survival and mortality of pumas (*Puma concolor*) in a fragmented, urbanizing landscape. PLoS ONE 10.

Sandra Hamilton
Fish & Wildlife Biologist — Caltrans Coordinator
U.S. Fish & Wildlife Service

Carlsbad Field Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008
Contact: email is best
Please email me if you'd like to schedule a phone call or meeting.

3.4.1.2 Response to Comment from F-1: United States Fish and Wildlife Service (USFWS)

Comment F-1-1

As discussed in Chapter 1 of this document earlier, the primary purpose and need of this multi-asset project is to improve ride quality, reduce recurrent maintenance activities, enhance road safety, and provide safe transportation facilities to commuters. This segment of SR-74, PM 0.0/11.5, has experienced inadequate roadway conditions and has been operating with incomplete and disconnected transportation management systems. Caltrans has submitted concern to the Planning Department to explore the feasibility of adding the concern in a future project.

T-1

From: JBMI Cultural Resources
To: SR-74 Multi Asset Project@DOT; NATHAN BANDA
Subject: State Route 74 Multi Asset Project
Date: Wednesday, November 26, 2025 3:06:15 PM

This Message Is From an External Sender
This message came from outside your organization. Please be careful when viewing message

Report Suspicious

To whom it may concern:
Good afternoon,

My name is Chris Granado and I am the Cultural Resources Director for the Juanēno Band of Mission Indians Acjachemen Nation 84A.

T-1-1

I am trying to get in touch with Carmen Lo
As we are requesting to consult on the above mentioned subject matter.

Please have Mrs./Ms. Lo reach me here.

Thank you for your time.

Respectfully,

Chris Granado
Cultural Resources Director
951-591-4898

3.4.1.3 Response to Comment from T-1: Juaneño Band of Mission Indians (JBMI) Acjachemen Nation 84A

Comment T-1-1

On December 2, 2025, Caltrans contacted the commenter as requested. In the follow-up email, Caltrans clarified that the Juaneño Band of Mission Indians (JBMI) Acjachemen Nation 84A, was already a consulting party on the Project. Caltrans acknowledged the Tribe's request to participate in monitoring activities.

Caltrans also explained that circulation of the Draft Environmental Document is a required step in the CEQA process. Following this circulation, the Final Environmental Document is prepared, after which the Project proceeds to the Caltrans Design phase, followed by the bidding and contract award process, and then construction. Caltrans emphasized that there will be sufficient time to coordinate monitoring details with the Tribes that have requested to participate.

On December 5, 2025, Chris Granado, Cultural Resources Director for the JBMI, responded to Caltrans' email, stating that he had not realized this was the same project he had previously consulted on. He expressed interest in continuing to work with Caltrans on the Project. Caltrans will continue its consultation with the Tribe moving forward.

From: JBMI Cultural Resources
To: SR-74 Multi Asset Project@DOT
Cc: NATHAN BANDA
Subject: State Route 74 Multi Asset Project
Date: Friday, December 5, 2025 10:16:53 AM

T-2

This Message Is From an External Sender
This message came from outside your organization. Please be careful when viewing message

Report Suspicious

Good morning,
To whom it may concern:

I am writing to you to state that we the Juaneño Band of Mission Indians Acjachemen Nation 84A would like to consult on this project. T-2-1

Please let us know what date(s) & time(s) that work best for yo.

Respectfully,

Chris Granado
Cultural Resources Director
951-591-4898

Docusign Envelope ID: 1780AB25-4877-4C3D-9C2A-A7C32E7A3FC5

County Administration South
601 North Ross Street
Santa Ana, CA 92701

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com

Administrative Services

OC Development Services

OC Facilities Design & Construction Management

OC Facilities Maintenance & CU

OC Fleet Services

OC Construction

OC Environmental Resources

OC Operations & Maintenance

OC Infrastructure Programs

OC Survey

ORANGE COUNTY OC Public Works

L-1

December 22, 2025

Carmen Lo, Associate Environmental Planner
Caltrans District 12
Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Subject: NCL-25-0009 Notice of Intent to Adopt a Negative Declaration (SCH No. 2025110959) for the State Route 74 Multi Asset Project

Dear Ms. Carmen Lo,

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Negative Declaration (ND) (SCH No. 2025110959) for the State Route 74 (SR-74) Multi Asset Project (Project). The County offers the following comments:

OC Parks:

- Due to the holiday season and post office holiday closures, for future Caltrans projects with public comment periods that fall during the holiday season, it is recommended as a best practice for Caltrans to provide additional time beyond the typical 30-day period to ensure that the public and reviewing agencies have adequate opportunity to submit comments. L-1-1

- Any proposed work on, or access through, OC Parks property shall require ample time for OC Parks to review and approve all necessary permits prior to the commencement of any Caltrans activities on OC Parks property.

- Should any work need to take place on OC Parks property, Caltrans shall be responsible for addressing any and all short- and long-term impacts requirements identified by the regulatory agencies or any other government entity. Mitigation shall not be proposed on OC Parks' property without prior written approval from OC Parks. L-1-2

OC Engineering – Roads:

- Section 2.2.18 Transportation/Traffic: SR-74 provides essential transportation access to Rancho Mission Viejo. Any roadway closure during construction will cause delay and consequently impact traffic on nearby County roadways including but not limited to Antonio Parkway, Cow Camp Road, and Los Patronos Parkway. Therefore, the transportation management plan including the temporary traffic control plan for the Project should be submitted to OC Public Works for review. L-1-3

Thank you again for the opportunity to review the Project's ND. If you have any questions regarding these comments, please contact Virginia Gomez at (714) 667-1614 for OC Development Services, Cynthia Malko at (949) 923-3796 for OC Parks, or Wei Shu at (714)

Docusign Envelope ID: 1780A825-4877-4C3D-9C2A-A7C32E7A3FC5

647-3976 for OC Roads. Please continue to keep the County of Orange on the distribution list for future notifications related to the Project.

Sincerely,

DocuSigned by:
Virginia Gomez
ED78DCA58AD94B6

Virginia Gomez, Senior Planner
OC Public Works /OC Development Services
601 North Ross Street
Santa Ana, California 92701
Virginia.Gomez@ocpw.ocgov.com

cc: Cindy Salazar, Planning Division Manager, OC Development Services
Brian Kurnow, Entitlement Division Manager, OC Parks
Cynthia Malko, Entitlement Project Manager, OC Parks
Wei Zhu, Senior Civil Engineer, OC Engineering – Roads

3.4.1.5 Response to Comment from L-1: Orange County Public Works

Comment L-1-1

Caltrans also accepted any late comments at the latest by December 31, 2025; these late comments were also captured and responded in Chapter 3 and labeled as "Comments Received After Draft IS Public Comment Period".

Comment L-1-2

Thanks for your comments; Caltrans will ensure to coordinate and discuss with OC Parks to address any impacts, requirements, and minimization measure in the future.

Comment L-1-3

Transportation Management Plan (TMP) will be submitted to OCPW to review during Design phase.

P-1

George Alvarez
To: SR-74 Multi Asset Project@DOT
Subject: Ortega Highway document
Date: Monday, November 24, 2025 2:57:18 PM

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Please email the multi-asset project document.
***** Please note that email correspondence with the City of San Juan Capistrano, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.

P-1-1

3.4.1.6 Response to Comment from P-1: George Alvarez

Comment P-1-1

On November 24, 2025, Caltrans responded to the commenter and provided the Draft Environmental Document as an email attachment. Caltrans also informed the commenter that the document is available for public review at the following locations:

- **San Juan Capistrano Library**
  31495 El Camino Real, San Juan Capistrano, CA
- **Caltrans District 12 Office Lobby**
  1750 E. Fourth Street, Santa Ana, CA 92705
- **Project Website**

P-2

From: George Alvarez
To: SR-74-Multi-Asset Project@DOT
Cc: Deshpande, Smita R@DOT
Subject: RE: Ortega Highway document
Date: Monday, November 24, 2025 4:35:06 PM
Attachments: image002.png
image003.png

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Bahar:

Thanks for sending the Draft Environmental Document. P-2-1

George Alvarez
Project Manager
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675
949-443-6351
galvarez@sanjuancapistrano.org
www.sanjuancapistrano.org

3.4.1.4 Response to Comment from T-2: JBMI Acjachemen Nation 84A

Comment T-2-1

Please see response to Comment T-1-1 above.

3.4.1.7 Response to Comment from P-2: George Alvarez

Comment P-2-1

The commenter responded to the response to Comment P-1-1 from Caltrans; no other comment was noted.

P-3

Mary Ann Tucker
To: SR-74 Multi Asset Project@DOT
Subject: SR-74 multi asset project comments
Date: Tuesday, November 25, 2025 2:16:59 PM

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To whom it may concern,
This project needs a public hearing so please schedule one. We also need an additional section of sound wall installed on the south side of SR-74 between Calle Entradero and Via Cordova. P-3-1
This will help protect resident's health and quality of life from the increased noise generated by more traffic and the stopping, braking, starting and revving of engines and brakes by the big rigs, trucks and motorcycles from the planned traffic signal at the intersection of SR-74 and Via Cordova. P-3-2
Please add this section of soundwall to your design and plans. This is urgently needed.
These opinions are shared by my neighbors along this south side section of SR-74.
Please kindly respond to this email.
Thank you.
Sincerely,
Maryann Tucker
Property owner at 28028 Paseo Alba, San Juan Capistrano, CA 92675
Cell# 949 370 7726

3.4.1.8 Response to Comment from P-3: Mary Ann Tucker

Comment P-3-1

The Project was determined to have less-than-significant impacts, and a Negative Declaration (ND) was proposed as part of the Initial Study (IS). In accordance with CEQA requirements, public participation is considered a vital component of the environmental review process, reflecting the belief that community input contributes meaningfully to environmental protection and balanced decision-making.

While CEQA does not mandate formal public hearings at any stage of the IS process, it does require public notice of the intent to adopt an ND or Mitigated Negative Declaration (MND), which has been provided for this Project. Caltrans received a request for a public hearing; however, after evaluating scope of the project and confirming that its impacts are less than significant, Caltrans determined that a public hearing is not necessary.

Comment P-3-2

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. The proposed project does not involve addition of lane; thus, according to FHWA 23CFR772, this project does not qualify as a Type I project. Thus, traffic noise study is not needed, and no sound wall was proposed in this project.

P-4

From: George Allen
To: SR-74 Multi Asset Project@DOT
Subject: Hwy 74 repave approve build plan
Date: Wednesday, November 26, 2025 6:43:43 AM

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I approve of the hwy 74 build plan. It has taken a log time to get this done. We have needed this for a long time. P-4-1

George Allen
1307 Altura
San Clemente, CA 92673

3.4.1.9 Response to Comment from P-4: George Allen

Comment P-4-1

The comment has been noted and thanks for supporting the proposed project.

From: Gretchen Goldsmith
To: SR-74 Multi Asset Project@DOT
Subject: Public Comment on SR-74 Multi Asset Project (IS/Proposed ND)
Date: Monday, December 1, 2025 7:12:31 PM

P-5

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To: SR-74multiassetproject@dot.ca.gov

Subject: Public Comment on SR-74 Multi Asset Project (IS/Proposed ND)

Dear Caltrans Project Team,

I am a local resident who travels SR-74 between I-5 and east of San Juan Creek several times a day, and monthly I travel between the San Juan Creek and Lake Elsinore in Riverside County. I appreciate the effort to improve pavement, drainage, and safety along this corridor.

I want to emphasize that portions of this route are extremely treacherous—narrow, winding, single-lane sections with heavy daily traffic. Because of these conditions, I strongly recommend including **flexible safety posts (delineators)** or similar lane-separation devices on the most dangerous curves and choke points. These posts greatly reduce drift-over collisions, improve nighttime visibility, and calm traffic in tight areas. P-5-1

If flexible delineators are already part of the safety-device plan, I fully support their installation. If not, I urge Caltrans to add them to the final design.

In addition, please ensure that construction planning includes:

- A clear traffic-management plan to minimize delays.
- Advance notice of any lane closures or detours.
- Safe access for pedestrians, cyclists, and emergency vehicles.
- Limits on nighttime noise near residential areas whenever possible.

P-5-2

Thank you for considering my comments before finalizing the design.

Sincerely,

Gretchen Goldsmith

Rancho Mission Viejo, CA

3.4.1.10 Response to Comment from P-5: Gretchen Goldsmith

Comment P-5-1

Flexible posts are primarily visual guides; they can be easily driven over and do not physically obstruct a vehicle's path the way concrete, or metal-beam guardrails. They are frequently struck and can be damaged or destroyed and become a potential hazard for incoming traffic. In addition, the need for frequent replacement results in high maintenance costs and requires regular crew deployment, which can disrupt traffic flow. Flexible posts are typically used in lower-speed environments (like parking lots, urban streets, or bike lanes) or for temporary traffic control where the goal is channelization rather than crash containment.

Comment P-5-2

A Traffic Management Plan (TMP, PF-TRA-1) will be implemented to ensure the safety of the public and workers, while minimizing traffic delays and disruptions caused by the project. By using strategies like lane closures, detours, and lane shifting, the TMP aims to reduce congestion, minimize travel delays, and maintain efficient traffic flow around the work zone. The goal is to provide safe passage for pedestrians, cyclists and ensure continuous access for emergency vehicles, as well as for businesses and residents affected by the project. It outlines strategies for managing traffic flow, including the use of signs, barriers, and detours, and includes communication plans for all stakeholders.

From: Ken Thayer
To: SR-74 Multi Asset Project@DOT
Cc: CHRISTINA THAYER
Subject: Feedback
Date: Tuesday, December 2, 2025 10:49:33 AM

P-6

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We have lived in the Hunt Club (between the 5 fwy and Antonio Pkwy) off the 74 for 28 years now. It is shocking that "the powers to be" have not widened that 1 mile stretch of Ortega Hwy yet. The bottleneck caused by it being single lane in both directions for that one mile is ridiculous, especially with all the development northeast that has taken place the last three decades. All of the wasted time hitting that bottleneck everyday for commuters is unacceptable. Hopefully, this new project includes the widening of the 74 to two lanes each way. If not, would love feedback on how to get a grassroots movement to accomplish this logical road widening. Thank you.

P-6-1

Ken Thayer
President/Owner, Residential First Capital
Branch Manager, West Coast Servicing, Inc
Manager, Asset Management West, LLC

20151 SW Birch St, Suite 175
Newport Beach, CA 92660
ph. (949) 734-6863 | fx. (949) 209-0910
Ken@ResFirstCap.com
BRE License # 00714065
NMLS #177207

3.4.1.11 Response to comment from P-6: Ken Thayer

Comment P-6-1

This stretch of the SR-74 is set to be widened as part of the SR-74 Highway Widening project (EA 086920/EFIS 1200000051) currently scheduled to begin construction in late 2026.

P-7

From: Jackson Hurst
To: SR-74 Multi Asset Project@DOT
Subject: SR-74 Multi-Asset Project Initial Study with proposed Negative Declaration Document Public Comment
Date: Wednesday, December 3, 2025 11:11:33 AM

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Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - I approve and support Caltrans SR-74 Multi-Asset Project. I have reviewed the Initial Study with proposed Negative Declaration Document for Caltrans SR-74 Multi-Asset Project and I approve and support the findings and build alternative in the document. The aspect that I love about the build alternative is that drainage systems will be improved on CA-74 from I-5 to 1 Mile East of San Juan Creek which will improve safety and reduce flooding on CA-74 in Orange County, CA. P-7-1

sent from ghostlightmater@yahoo.com

3.4.1.12 Response to Comment from P-7: Jackson Hurst

Comment P-7-1

The comment has been noted and thanks for supporting the proposed project.

From: Laurel Ganzell
To: SR-74 Multi Asset Project@DOT
Subject: State Route 74 multi asset project
Date: Tuesday, December 9, 2025 8:21:22 PM

P-8

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It is difficult to ascertain "exactly" what this project includes… that being said, I am totally against widening the historical Ortega Hwy.
I live in the Mission Springs development and my street connects to Ortega. I have lived here 39 years and have been very concerned for years about the increasing traffic.
But things changed drastically when the Mission Viejo company was allowed to build like 14,000 homes, and to my horror, NO additional roads were added connecting to the 5 FREEWAY! P-8-1
Why was that allowed??? Why does Ortega highway and current residents have to suffer the burden of additional traffic???
I am also disgusted at the way the 5 Fwy. overpass "re-alignment" of Ortega was handled. Supposedly that was to relive traffic into the city, but after 2 years of construction and delays, traffic has become noticeably WORSE. Driving through San Juan Capistrano is now a joke. Bumper to bumper traffic.
And, it is apparent now that the project was actually a carve out to allow the new hotel.
Our once beautiful, historic city is being decimated by city and state officials. P-8-2
Because homeowners backing onto Ortega Hwy. have been given notices of what I assume is a dominate domain of sorts… does that mean widening that would ELIMINATE those beautiful, decades old trees that line Ortega and give it it's character and charm? P-8-3
And, I've heard rumors of 16 ft. Sound walls? Surely that can't be true? P-8-4
If that is what you are planning I am voting for the NO BUILD ALTERNATIVE!

If the road was widened in just a couple of small areas (and on the non-home northern side), plus common sense striping, the road could easily be made into 2 lanes in each direction. Adding a signal would also make it safer for cars entering the road. P-8-5

But ultimately, if building continues, a NEW road should be built… on MISSION VIEJO land that would connect to the freeway. Leave Ortega to the citizens of San Juan Capistrano and preserve its history. Please. P-8-6
Sincerely,
Laurel Ganzell
San Juan Capistrano

3.4.1.13 Response to Comment from P-8: Laurel Ganzell

Comment P-8-1

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits.

After reviewing the information provided by the commenter, it appears that these comments are related to a different project - specifically, the SR-74 Lower Ortega Highway Widening project. If the commenters have concerns or questions regarding other projects, Caltrans encourage them to reach out to the D12 Public Information Office at D12PIO@dot.ca.gov for further assistance and information.

Comment P-8-2

Please see response to comment above.

Comment P-8-3

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

Comment P-8-4

The proposed project does not involve addition of lane; thus, according to FHWA 23CFR772, this project does not qualify as a Type I project. Thus, traffic noise study is not needed, and no sound wall was proposed in this project.

Comment P-8-5

Please see response to comment P-8-1.

Comment P-8-6

Please see response comment P-8-1.

From: Cathy Pechstedt
To: SR-74 Multi Asset Project@DOT; Abler, Nathan@DOT
Subject: SR-74 Multi-Asset Project / SR-74 Gap Closure
Date: Friday, December 12, 2025 2:23:39 PM

P-9

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Hello Carmen,
I am submitting this email as comment on the SR_74 Multi-Asset Project. My comments also tie in with Gap Closure as well, so I hope that a consideration can be made for it as the issue is common to both projects:

Specifically, this comment is related to adding bike lanes to SR-74. There is a Class 1 bike path just south of Ortega Hwy. that runs along the entire length of the Project Zone less than 1/3 mile from it. The addition of bike lane space and striping to SR-74 would be a huge waste of space and money since a safer alternative already exists. P-9-1

I live on Ortega Hwy - right next to it in fact. I have never seen anyone ride a bike in traffic lanes. The only folks I ever see riding along the road are kids commuting to school and they use the sidewalk. I think we would all be in agreement that, even with a bike lane in the roadway, kids would not and should not use it. I wouldn't want anyone to use it.

SR-74 is a very dangerous road. SR-74 is overcharged with trash trucks (HQ for CR&R is at La Pata), transfer trucks (County landfill on La Pata), concrete trucks (Concrete plant up Ortega), dirt and rock trucks (rock and gravel mines up Ortega Hwy.). Speeds are always well over the speed limit. Commuters are impatient with the truck traffic and a lot of swerving lane changes occur. Motorcycles are also a large part of the hazard problem as well and would end up driving in the bike lane. I can pretty much guarantee that as I have seen them using the safety lane as a through-lane when they feel like it. P-9-2
It is just not a safe condition for bike lanes.

Enough damage is going to be done to a once scenic stretch of San Juan Capistrano. Space and cost can be saved by eliminating the bike lanes. I hope Project Management will implement this change between the two projects.

Please respond to let me know this comment was received. Many thanks in advance.

Sincerely,

Cathy Pechstedt
San Juan Capistrano

3.4.1.14 Response to Comment from P-9: Cathy Pechstedt

Comment P-9-1

After reviewing the information provided by the commenter, it appears that these comments are related to a different project - specifically, the SR-74 Lower Ortega Highway Widening project. If the commenters have concerns or questions regarding other projects, Caltrans encourage them to reach out to the D12 Public Information Office at D12PIO@dot.ca.gov for further assistance and information.

Comment P-9-2

Please see response to comment above.

From: joel edwards
To: SR-74 Multi Asset Project@DOT
Date: Saturday, December 13, 2025 5:02:59 PM

P-10

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P-10-1

Is it going to add more lanes
Sent from my iPhone

3.4.1.15 Response to Comment from P-10: Joel Edwards

Comment P-10-1

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. As such, no additional lanes are being proposed as part of the project.

From: David Kelly
To: SR-74 Multi Asset Project@DOT
Subject: Widening SR-74
Date: Wednesday, December 17, 2025 11:07:26 AM

P-11

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Making the street wider does not help. Just faster traffic bad for air quality.

Delay because of one lane is minimal. As soon as it becomes two lanes, traffic moves faster. People can leave three minutes earlier if there will be an afternoon traffic slowdown. This is not burdensome.

P-11-1

I am against all the aggravation construction would cause and millions spent just to save three minutes on that road. More speed=more accidents.

No construction on SR-74. Don't build more roads. Maintain the existing roads and remove potholes.

David Kelly
Rancho Mission Viejo

3.4.1.16 Response to Comment from P-11: David Kelly

Comment P-11-1

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. 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.

P-12

RANCHO MISSION VIEJO

December 18, 2025

Ms. Carmen Lo
Associate Environmental Planner
Caltrans District 12, Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Reference: State Route 74 Multi Asset Project

Subject: Rancho Mission Viejo Comments

Dear Ms. Lo:

Thank you for providing Rancho Mission Viejo (RMV or Ranch) with the opportunity to review and provide comments on the Initial Study (IS)/Proposed Negative Declaration (ND) for the proposed State Route 74 (SR 74) Multi Asset Project (Project).

RMV is located in southern Orange County, California and is owned and managed by the O'Neill/Moiso family. The Ranch is bound by the existing communities of Rancho Santa Margarita, Mission Viejo, San Juan Capistrano and the undeveloped Cleveland National Forest and Marine Corps Base Camp Pendleton. Since 1882, the O'Neill/Moiso family has been a responsible steward of the Ranch. We have and continue to actively manage the Ranch to protect its natural resources. We intend to continue this tradition of stewardship into the future through continued implementation of the Southern Subregion Habitat Conservation Plan (SSHCP), approved by the U.S. Fish and Wildlife Service in 2007. RMV is the Principal Permittee under the SSHCP.

P-12-1

Ms. C. Lo
December 18, 2025
Re: RMV Comments State Route 74 Multi Asset Project
Page 2

The easement for SR 74 Right-of-Way (ROW) bisects RMV property including portions of enrolled SSHCP Habitat Reserve lands, thus RMV has a vested interest in all activities that occur within and adjacent to the ROW. We have reviewed the Draft IS/Proposed ND and offer the following comments for your consideration: P-12-2

1. Project Description – the Project Description is vague and lacks specificity as to the location of the signs, drainage and bikeway improvements proposed.
2. Environmental Setting – the Environmental Setting is not correctly described; the entire project area is not urban. Through RMV and beyond, the environmental setting is rural and is made up of lands set aside for open space preservation purposes. The IS should describe the relationship (geographic and otherwise) of the proposed Project to the SSHCP Habitat Reserve, Caspers Regional Park and the Cleveland National Forest. P-12-3
3. P. 2-20. RMV disagrees that there are no potential environmental effects – see comment below on invasive species. P-12-4
4. Section 2.2.5. RMV disagrees with no impact finding on the basis of potential impacts associated with the spread of invasive species, specifically fountaingrass (***Pennisetum setaceum***), which in the upper reaches of SR 74 has completely displaced the native plant communities adjacent to the SR 74 ROW. RMV has been implementing the SSHCP Invasive Species Control Plan since 2007 which seeks to eliminate non-native invasive plant and animal species from the SSHCP Habitat Reserve. Fountaingrass, stinknet (***Oncosiphon pilulifer***), and stinkwort (***Dittrichia graveolens***) are three new "invader" species which we are aware of that are spreading in the San Juan Watershed. P-12-5
5. Page 2-29. Clarify which HCP is being discussed. We assume the reference is to the SSHCP, but no background or context is provided for the discussion. See comment #2 above. P-12-6
6. Page 2-30. This section purports to discuss impacts to Riparian Habitats but chaparral is discussed? See also comment #2 above. P-12-7
7. Page 2-31. States that temporary construction areas will be needed but previously it states that no such areas will be necessary. Such areas have the potential to impact oak woodland if located on the roots of oak trees. Please clarify whether temporary construction areas or easements will be necessary and if so, where they will be located. P-12-8

8. Page 2-39. Discusses bullfrog removal efforts but the relevance of this effort to the SR 74 Multi Asset Project is not explained. Please explain. P-12-9
9. Page 2-45. Caltrans is not a permittee under the SSHCP, and maintenance of SR 74 is not a Covered Activity under the SSHCP. Any resource or regulatory approvals needed to implement the proposed Project will need to be obtained by Caltrans. P-12-10
10. Page 2-45 and 2-48. Same comment as above (#7) regarding temporary impacts (some parts of the document say no temp impacts and others say there will temp impacts). P-12-11
11. Page 2-89. The proposed Project is not entirely located in an urban area. The proposed Project is partially located in a rural open space preservation area with natural vegetation that is at risk for accidental ignitions. An Ignition Reduction Plan measure should be added to the Avoidance, Minimization, and/or Mitigation Measure Summary. P-12-12
12. Measure BIO-1. A requirement to remove the orange construction fencing post project completion should be included in this measure to avoid the fencing 1) becoming a hazard to wildlife and 2) turning into trash. P-12-13
13. Measure BIO-4. This measure should be amended to specify that plants on the California Invasive Plant Council (Cal-IPC) Invasive Plant List should not be installed. This measure should also be modified to require 2 years of post-project monitoring and removal of any invasive plant species that occur within the project limits. P-12-14
14. Caltrans is likely aware that the mountain lion is a candidate species under the California Endangered Species Act (CESA). The California Department of Fish and Wildlife (CDFW) recently published its Status Review of the Petitioned Southern California/Central Coast Evolutionary Significant Unit (ESU) of Mountain Lion (***Puma concolor couguar***) in California (CDFW, 2025) in which it recommends that the mountain lion be listed as threatened under CESA, including the Santa Ana Mountains (SA) population. As reported in the Status Report, from 1981 to 2013, reported vehicle strikes accounted for 50 of 94 (53%) known mountain deaths in the Santa Ana Mountains (Vickers et al. 2015). Vehicle strikes were the main mortality factor for mountain lions in the SA genetic population (Page 27, CDFW, 2025). Vickers et al. have documented mountain lion fatalities on SR 74. CDFW spatial data identifies SR 74 as a barrier.[1] P-12-15

[1] https://cdfw.maps.arcgis.com/apps/instant/sidebar/index.html?appid=c4017d600c06489aa115b6c8196975c0.

RMV has previously commented to CDFW that installation of wildlife exclusion fencing along SR 74 would directly benefit the SA population (RMV, 2020). Culvert crossings exist along SR 74, however there is no fencing in place to push mountain lions to use these culverts. This lack of exclusionary fencing results in lions opportunistically crossing the highway at grade and being killed by vehicle strikes. RMV respectfully requests that Caltrans consider expanding the proposed Multi Asset Project to include installation of wildlife exclusion fencing to reduce mountain lion road fatalities. Such an action would be consistent with the Management and Recovery Action Recommendations in the CDFW Status Review. P-12-15

As indicated above, the Initial Study fails to fully identify and address all significant impacts associated with the proposed project (for example, spread of invasive species). Accordingly, RMV respectfully requests that the Initial Study be revised to identify these significant impacts and the specific mitigation measures that will be adopted to address said impacts. And, given that specific mitigation measures will need to be developed and implemented in relation to the proposed project, the appropriate environmental document is not a negative declaration. A negative declaration is appropriate only where the Initial Study demonstrates no potential for significant impacts absent mitigation. Per CEQA Guidelines Sec. 15070(b), a mitigated negative declaration is the appropriate environmental document when mitigation is necessary to reduce impacts to less than significant. P-12-16

RMV respectfully requests that Caltrans provide responses to the comments above, and coordinates implementation of the proposed Project with RMV. Should you have any questions regarding these comments, please feel free to contact me at (949) 240-3362 Ext. 297.

Sincerely,

Laura Coley Eisenberg
Senior Vice President,
Regulatory Compliance and Open Space Management

Cc: Elise Millington, RMV
Tom Millington, RMV
Robin Martindale, PBMB

3.4.1.17 Response to Comment from P-12: Ranch Mission Viejo LLC

Comment P-12-1

Noted

Comment P-12-2

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. All the improvements are within Caltrans ROW; and no acquisition or TCE will be required for the project.

Comment P-12-3

Under Section 2.2.3 of the IS, Caltrans includes the locations of the Ronald W. Caspers Wilderness Park (Caspers Wilderness Park) and Cleveland National Forest. The project is within the boundaries of these two properties; however, all the proposed improvements are within Caltrans ROW and no acquisition or TCE will be required for the project.

Comments P-12-4 and P-12-5

The invasive plant species noted in the comment were not observed within the Biological Study Area (BSA). However, numerous other invasive plant species were observed within the BSA. In compliance with Executive Order (EO) 13112, standard best practices will be implemented to minimize the importation of nonnative plant material during and after construction (See Section 5.5 of the NES). In addition, Measure BIO-4 will be implemented to help stop the spread of invasive plants including those that currently do not exist within the BSA. Therefore, impacts associated with the spread of invasive plant species are not anticipated for the project.

Comment P-12-6

The HCP reference is to the Southern Subregion Habitat Conservation Plan (SSHCP). Section 2.2.5.1 (f) describes the project's relationship with the SSCHCP.

Comment P-12-7

There is one mention of chaparral in the third paragraph of the riparian section commented on. This should be replaced with southern cottonwood-willow riparian forest thereby removing chaparral from the section. See response to Comment P-12-3.

Comment P-12-8

Temporary construction areas will be needed within coast live oak woodland at the intersection of SR-74 and Gibby Road (see NES Figure 5, Sheet 16). In addition, trimming of individual trees in this area may also be required. These temporary construction areas will be limited to foot traffic associated with the installation of a drainage improvement at the northwest corner of the intersection and general

access at the northeast corner of the intersection. As noted on Page 2-45, these activities will occur beneath the canopy within previously disturbed or compacted zones. These activities are not anticipated to permanently impact coast live oak woodland or individual coast live oak trees or impact their roots. Measures BIO-6 through BIO-8 will be implemented to avoid and reduce impacts to coast live oak woodland.

Comment P-12-9

As described on Page 2-39, ARTO were observed during bullfrog eradications. Although the bullfrog eradications are separate from the SR-74 Multi Asset Project, it was included in the report to help frame the discussion of ARTO including their nearby observations.

Comment P-12-10

As stated on Page 45, Although portions of the Biological Study Area are located within the planning areas of the SSHCP, there is no project work that will occur outside Caltrans right of way. However, Caltrans is allowed to maintain SR-74 as it predates the establishment of the SSHCP. Caltrans is responsible for any resource or regulatory approval but one is not needed as it relates to the SSHCP as maintenance of the SR-74 infrastructure within the SSHCP is allowed.

Comment P-12-11

See response to Comment P-12-8.
Table 2-2 notes both the permanent and temporary impacts associated with the project by vegetation community/land cover. This is the basis for the impact analysis. Temporary impacts of 0.01 acre to coast live oak woodland is included on the table.

Comment P-12-12

The project is mainly a pavement preservation project; and Caltrans will be committed to perform continued maintenance on the roadway for fire prevention.

Comment P-12-13

It's common practice to remove all temporary construction fencing at the end of project completion including that noted in Measure BIO-1. Therefore, Caltrans will consider adding language to the measure to note that ESA fencing will be removed post project completion.

Comment P-12-14

Measure BIO-4 notes that invasive species will not be used in any landscaping palettes for the project. This includes species on the Cal-IPC Invasive Plant List. Post-construction monitoring is not required for invasive plant species as numerous invasive plants already occur within the BSA and the implementation of Measure BIO-4 and BMPs will prevent the establishment of new invasive plant species from project activities (see Response to P-12-5). Therefore, no change to the measure is required.

Comment P-12-15

As discussed in Chapter 1 of this document earlier, the primary purpose and need 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. This segment of SR-74, PM 0.0/11.5, has experienced inadequate roadway conditions and has been operating with incomplete and disconnected transportation management systems. Caltrans has submitted the concern to the Traffic Operation Department to explore the feasibility of adding concern in a future project.

Comment P-12-16

Caltrans has determined that the project will result in less-than-significant environmental impacts. Accordingly, a Negative Declaration (ND) was proposed as part of the Initial Study (IS) in compliance with CEQA requirements. No new findings or additional impacts have been identified that would require preparation of a higher-level environmental document. Therefore, the determination regarding the appropriate document level remains valid.

SAN JUAN CAPISTRANO
THE OAKS FARMS

P-13

December 22, 2025

Carmen Lo
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Sent via: US Mail, and
email to: Associate Environmental Planner
SR-74 multi-asset project@dot.ca.gov
Caltrans District 12
Division of Environmental Analysis

Dear Ms. Lo:

I serve as the President of the Oaks Farms Maintenance Association in San Juan Capistrano. I am writing to you on behalf of the Oaks Farms residential community of 32 homes that is located directly adjacent to Ortega Highway (south of Ortega and east of Avenida Siega) within the City of San Juan Capistrano. We remain extremely concerned regarding the significant noise impacts and aesthetic/visual impacts that will occur as a result of the SR-74 Lower Ortega Highway Widening Project, and any compounding impacts that may occur from the newly proposed Multi-Asset Project. P-13-1

We respectfully request that this Multi-Asset Project provides public funding or improvements to address the noise impact from Ortega Highway on The Oaks Farms Community. Our community *is one of the only communities* along this stretch of Ortega Highway that is ***not*** being improved by Caltrans with a sound wall/noise barrier. In the seven years since the noise levels were last evaluated by Caltrans, traffic volume for private automotives, construction and garbage trucks along Ortega Highway have increased significantly. Consequently, along with an increase in volume, the resulting noise levels have increased dramatically. Our community is sincerely invested in finding a solution to this problem and we would lookforward to coordinating with Caltrans and the City of San Juan Capistrano to achieve the proper level of noise mitigation in an aesthetically pleasing manner, as well as to assure the privacy of our community, and also inclusively, for the broader community. P-13-2

Ortega is the only alternative to the 91 Freeway that connects Orange County to Riverside County. Consequently, the traffic and noise impacts from Ortega Highway are constant over a 24-hour period of time. According to Caltran's staff, the present daily volume of vehicles commuting on Ortega Highway is 35,000. The proposed widening will only increase that volume over time. The roadway noise and volume is particularly disturbing between 4am and 9am, and 3pm and 6pm each day. P-13-3

Facts & Background:

- To accommodate the widening, the east bound travel lanes for the future Ortega Highway will be doubled, thus moving it approximately 30 feet closer to the homes located within The Oaks Farms Community. P-13-4
- The current roadway elevation sits well above the foundations of the homes in the Oaks Farms Community by approximately 14 feet. Trucks and passengers are able to visibly see into the windows and doors of the second level of our homes. Seeing into also means homeowners and children are able to see out those same windows into trucks and of their drivers and passengers. This is unsafe and unacceptable to homeowners. P-13-5

- Additionally, the large hill on the north side of the highway rebounds the road, vehicle and traffic sound back toward our neighborhood. This noise increases in volume, likened to a cavern effect, due to the discrepancy of elevation. P-13-6
- Present plans reveal that the existing above ground power lines will be moved closer to our neighborhood in order to accommodate the widening. Not only does this create a negative visual impact, but it will also be a safety hazard in the event the poles ever went down because of a vehicular accident. The result of a pole that size being hit could be catastrophic if it fell onto our perimeter wall and/or into our community. P-13-7
- The intersection of Avenida Siega and Ortega Highway has been and is an accident-prone point. The increase in Ortega Highway lanes and traffic volume, without a traffic signal at this intersection, will only multiply these unacceptable accidents and fatalities. This will be due to a marked *decrease for vehicles to safely merge into the east or west bound lanes onto Ortega Highway from Avenida Siega*. P-13-8

Requested Mitigation:

- Fund the construction to replace the existing perimeter 5-foot 9-inch wall with a new 12' to 14' high wall on the roadway side of Ortega Highway which runs parallel to the Oaks Farms Community. P-13-9
- In addition, add a continuous row of 36" to 48" box trees that produce dense, evergreen foliage on the roadway side of the perimeter wall. P-13-10

It is vital that Caltrans considers the continued and future housing construction planned for Rancho Mission Viejo, as well as the failure to pass the toll road continuation from Ortega Highway through San Clemente to the 5 Freeway. This failed proposal now assures that the increase in traffic volume and noise levels will solely affect the communities along Ortega Highway as homeowners and work trucks progress from past Antonio Parkway, on Ortega Highway, to and from the 5 Freeway. These components were once factors which offered reasonable assurances to homeowners which would help decrease traffic volume and thus, noise mitigation. However, they are no longer valid. P-13-11

The original noise study performed within The Oaks Farms Community was prior to the progressive and continuous construction to the north and east of Antonio Parkway along Ortega Highway. Previous discussions/ concerns on traffic volume and noise levels had been presented to Caltrans by The Oaks Farms Community. These concerns were minimized by reason of the expected continuation of the toll road through San Clemente. However, this mitigating factor to noise and volume reduction is no longer applicable.

Therefore, on behalf of The Oaks Farms Community, I thank you in advance for reviewing our concerns and your consideration of the changes needed for our perimeter wall to mitigate the noise which will negatively affect our community with the widening of Ortega Highway.

Respectfully,
Deborah Decker
28580 Martingale Drive
San Juan Capistrano, CA 92675
Phone: (949) 275-0289
Email: DDecker@theoaksfarmshoa.com

cc: Mayor John Campbell, City of San Juan Capistrano
Ben Siegel, City Manager, City of San Juan Capistrano

3.4.1.18 Response to Comment from P-13: San Juan Capistrano The Oaks Farms

Comment P-13-1

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. The proposed project does not involve addition of lane; thus, according to FHWA 23CFR772, this project does not qualify as a Type I project. Thus, traffic noise study is not needed, and no sound wall was proposed in this project.

Comment P-13-2

Please refer to the Response to Comment P-13-1.

Comment P-13-3

Please refer to the Response to Comment P-13-1.

Comment P-13-4

Please refer to the Response to Comment P-13-1.

Comment P-13-5

Please refer to the Response to Comment P-13-1.

Comment P-13-6

Please refer to the Response to Comment P-13-1.

Comment P-13-7

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. No road widening is being proposed as part of the project and there is no plan to remove the existing above ground power lines closer to the neighborhood to accommodate the widening.

After reviewing this comment, it appears that the comment might be related to a different project - specifically, the SR-74 Lower Ortega Highway Widening project. If the commenter has concerns or questions regarding other projects, Caltrans encourage them to reach out to the D12 Public Information Office at D12PIO@dot.ca.gov for further assistance and information.

Comment P-13-8

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census

station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. The intent of the project is to improve operations of the facility. The improvements are not considered capacity increasing and no impact to traffic volume.

Comment P-13-9

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. The proposed project does not involve addition of lane; thus, according to FHWA 23CFR772, this project does not qualify as a Type I project. Thus, traffic noise study is not needed, and no sound wall was proposed in this project.

After reviewing this comment, it appears that the comment might be related to a different project - specifically, the SR-74 Lower Ortega Highway Widening project. If the commenter has concerns or questions regarding other projects, Caltrans encourage them to reach out to the D12 Public Information Office at D12PIO@dot.ca.gov for further assistance and information.

Comment P-13-10

Please see the Response to Comment P-13-9.

Comment P-13-11

Please refer to the Response to Comment P-13-1.

From: Patricia Conley
To: SR-74 Multi Asset Project@DOT
Subject: Concerns about SR 74 project
Date: Tuesday, December 23, 2025 9:30:29 AM

P-14

This Message Is From an External Sender
This message came from outside your organization. Please be careful when viewing message

Report Suspicious

My name is Patricia Conley. My husband, John Conley, and I live on an historic property (the Harrison House and Parra Adobe) at 27762 Ortega Hwy approximately 1 mile East of the 5 Fwy. We are the only house on the South side of Ortega Hwy and are affected daily by the traffic which is usually exceptionally heavy between 3:30pm-5:30/6:00pm. P-14-1

I am not sure how the proposed project would affect us but I would like to express some concerns and comments I have.

* There is no parking in front of our house.
- The USPS will not deliver mail to our house because they determined that it is too dangerous for there postal workers to do so
- Delivery drivers have no where to park when making deliveries (utility companies as well} P-14-2

* The driveways onto our property are very difficult to see and there is nothing to warn other drivers that vehicles enter and exit them.
- Depending on the traffic, when slowing down to turn into our driveways we are often honked at and tailgated even though we use turn signals and sometimes the emergency flasher. P-14-3

* Since the Hwy repaving in November 2023 there is an uneven area in front of our house and when the heavy trucks drive over it it jostles them and that makes loud noises (and the noises have continued to get louder) P-14-4

I would like you to consider our concerns when planning and implementing the project.

Thank you,
Patricia and John Conley
PO Box 951
San Juan Capistrano, CA 92693
Patticon@me.com

3.4.1.19 Response to comment from P-14: Patricia Conley

Comments P-14-1

The traffic is heavy from 3:30pm to 6:00pm. The traffic is naturally heavy during peak hours 3pm-6:30pm when the commuters are getting off from work.

Comments P-14-2

There is no parking in front of the house. On-street parking would require roadway widening, which is outside the scope of this project which is a maintenance and rehabilitation project. In addition, there is no available right-of-way for widening at this location.

Comments P-14-3

The subject driveway is located along a straight roadway segment, sight lines are clear and no visibility obstructions were observed; and therefore, it meets applicable sight distance requirements. In addition, the driveway geometry provides sufficient area to accommodate delivery and USPS vehicles.

Comments P-14-4

As discussed in Chapter 1 of this document earlier, the primary purpose and need 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. This segment of SR-74, PM 0.0/11.5, has experienced inadequate roadway conditions and has been operating with incomplete and disconnected transportation management systems. Caltrans has submitted the concern to the Traffic Operation Department to explore the feasibility of adding concern in a future project.

From: Nick Kristobak
To: SR-74 Multi Asset Project@DOT
Subject: Ortega Project Public Comment
Date: Saturday, December 27, 2025 6:01:36 AM

P-15

This Message Is From an External Sender
This message came from outside your organization. Please be careful when viewing message

Report Suspicious

Good day,

I am part of the HOA Board for the Mission Park Neighborhood. We request a public hearing. P-15-1

In review of the project documents I believe the noise study that was performed is out of date and does not accurately depict the current noise or traffic levels. Also the impact of a new sound wall across the street (Hunt Club) side I feel will have a reflective property that will direct more noise at our neighborhood. P-15-2

Thanks,
Nick

Nicholas A. Kristobak

Pacific Tank & Construction
C 714 348 3271

3.4.1.20 Response to Comment from P-15: Nick Kristobak

Comment P-15-1

The Project was determined to have less-than-significant impacts, and a Negative Declaration (ND) was proposed as part of the Initial Study (IS). In accordance with CEQA requirements, public participation is considered a vital component of the environmental review process, reflecting the belief that community input contributes meaningfully to environmental protection and balanced decision-making.
While CEQA does not mandate formal public hearings at any stage of the IS process, it does require public notice of the intent to adopt an ND or Mitigated Negative Declaration (MND), which has been provided for this Project. Caltrans received a request for a public hearing; however, after evaluating scope of the project and confirming that its impacts are less than significant, Caltrans determined that a public hearing is not necessary.

Comment P-15-2

This project proposes cold planning and overlaying asphalt concrete on GP and shoulders, upgrade existing drainage systems, upgrade the existing traffic census station, add curve warning signs (CWS), Upgrade existing Metal Guardrail Systems (MGS), Upgrade ladder crosswalk, add 2-feet buffer and add class II bike lane symbols along the SR 74 within the project limits. The proposed project does not involve addition of lane; thus, according to FHWA 23CFR772, this project does not qualify as a Type I project. Thus, traffic noise study is not needed, and no sound wall was proposed in this project.

After reviewing this comment, it appears that the comment might be related to a different project - specifically, the SR-74 Lower Ortega Highway Widening project. If the commenter has concerns or questions regarding other projects, Caltrans encourage them to reach out to the D12 Public Information Office at D12PIO@dot.ca.gov for further assistance and information.

P-16

Carmen Lo, Associate planner

Caltrans District 12, DEV

1750 East 4th St suit 100 Santa Ana Ca. 92705

As a resident whose home is adjacent to the SR74 M.A.P. I find the project essential to enhancing the safety and accessibility in my neighborhood. Traffic related to, and caused by the current choke point on SR74 has a VERY negative impact on my family's ability to access our neighborhood. Long lines of idling vehicles are a daily problem from the choke point (center of the project) to the I 5 interchange (over 1 mile). P-16-1

Mark Rottmann

31252 Belford Dr

San Juan Capistrano, Ca 92675

Email; mksjc@cox.net

3.4.1.21 Response to Comment from P-16: Mark Rottmann

Comment P-16-1

Thanks for supporting the project.

Chapter 4 – List of Preparers

The following individuals 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, and 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

Cervantes, Carla (Senior Biologist – Consultant Equivalent). B.S. Biology with Zoology emphasis, California State Polytechnic University, Pomona. 7 years of experience. Contribution: Author of Natural Environment Study (Minimal Impacts), Jurisdictional Delineation Report, California Environmental Quality Act (CEQA) Checklist, and conducted fieldwork for the Natural Environment Study (Minimal Impacts) and Jurisdictional Delineation.

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).

Lieuw, Jessica (Senior Biologist – Consultant Equivalent). B.A. Environmental Science, Minor in Urban and Regional Planning, University of California, Irvine. 8 years of experience. Contribution: Author of Natural Environment Study (Minimal Impacts).

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

United States Army Corp of Engineers
Los Angeles District
Los Angeles Regulatory Office
915 Wilshire Blvd, Suite 1101
Los Angeles CA, 90017
Attn: Tim Jackson

U.S. Fish and Wildlife Service
2177 Salk Avenue, Suite 250
Carlsbad, CA. 92008
Attn: Sandra Hamilton

Cahuilla Band of Indians
BobbyRay Esparza, Cultural Director
52701 CA Highway 371
Anza, CA, 92539

Cahuilla Band of Indians
Erica Schenk, Chairperson
52701 CA Highway 371
Anza, CA, 92539

Cahuilla Band of Indians
Anthony Madrigal, Tribal Historic Preservation Officer
52701 CA Highway 371
Anza, CA, 92539

STATE AGENCIES

State Clearinghouse
Office of Planning and Research
1400 10th Street
Sacramento, CA 95814
Attn: Christine Asiata Rodridugez

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
3737 Main Street, Ste. 500
Riverside, CA. 92501-3348
Attn: Jayne Joy

CA. Office of Historic Preservation
1725 23rd Street, Ste. 100
Sacramento, CA 95816

LOCAL/REGIONAL AGENCIES
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

Orange County Public Works - Planning & Development Department
P.O. Box 4048
Santa Ana, CA 92702-4048

Orange County Public Works - Orange County Flood Control District
601 North Ross Street
Santa Ana, CA 92701

Orange County Transportation Authority
State and Federal Relations Department
550 S. Main Street
Orange, CA 92868
Attn: Kristin Jacinto – Executive Director of Government Relations
kjacinto@octa.net

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Attn: Linjin Sun
lsun@aqmd.gov

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Attn: Nahal Mogharabi – Director of Communications
nmogharabi@aqmd.gov

Southern California Association of Governments – Orange County Regional Office
600 S. Main St., Ste 1108
Orange, CA 92868
Attn: Jonathan Davis
davis@scag.ca.gov

Orange County
Attn: Planning Department
P.O. Box 4048
Santa Ana, CA 92702-4048

Orange County Waste and Recycling
601 N. Ross St. 5th floor
Santa Ana, CA 92701

LIBRARIES
San Juan Capistrano Library
31495 El Camino Real
San Juan Capistrano, CA. 92675

ELECTED OFFICIALS

Board of Supervisors
Doug Chaffee
Orange County Board of Supervisors
10 Civic Center Plaza
Santa Ana, CA 92701

Assembly (74th District)
Laurie Davies
1503 South Coast Drive, Ste. 205
Costa Mesa, CA. 92626

State Senate
Dave Min
940 South Coast Drive, Ste. 185
Costa Mesa, CA. 92626

NATIVE AMERICAN REPRESENTATIVES
Native American Heritage Commission
1550 Harbor Boulevard Suite 100
West Sacramento CA 95691

INTERESTED PARTIES

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Appendix A – 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 of 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.4 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.5 Description of the Proposed Project

A.5.1 Purpose and Need

A.5.1.1 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.

A.5.1.2 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 Preferred Alternative and one No Build Alternative for this project.

A.5.2 Build Alternative

The Preferred 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:

A.5.2.1 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 pipe lining (CIPP) and flared end sections (FES). All work will be performed within state right-of-way.

A.5.2.2 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.

A.5.3 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.6 Description of Section 4(f) Resources

A.6.1 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.6.2 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 Preferred Alternative. There are no permanent or temporary occupancy of land from these resources under the Preferred 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 Preferred 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.6.3 Resources Evaluated Relative to the Requirements of Section 4(f): 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 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 was concurrence from SHPO and Caltrans has made a de minimis finding based on their written concurrence in the Section 106 determination dated February 23, 2026.

A.7 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 is 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 minimization measure 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.8 Coordination

The IS was made available to the public for 30 days in Dec 2025.Possible methods of public involvement included, 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 February 23, 2026. Therefore, Caltrans has made a de minimis finding for the historic property within the APE.

Appendix B – Title VI Policy Statement

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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 people and respects the environment"

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Appendix C – RTP-FTIP

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P.O. Box 942873
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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:** SHOPPAC + Increase funds in FY 25/26 in CON from $17,454 to $17,564 *Total project cost increased from $216,419 to $216,529 (.1%, +$110)*	COST INCREASE Update costs through Jan 2024 CTC action. Eligible for Administrative Modification per criteria: 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:** SHOPPAC - Decrease funds in FY 23/24 in CON from $300,118 to $275,349 + Increase funds in FY 25/26 in CON from $93,442 to $93,834 + Increase funds in FY 24/25 in CON from $135,935 to $161,196 *Total project cost increased from $743,204 to $744,088 (.1%, +$884)*	COST INCREASE Update project costs through project funding FY change and CTC action. Eligible for Administrative Modification per criteria: 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:** SHOPPAC + Increase funds in FY 25/26 in CON from $40,953 to $42,004 *Total project cost increased from $53,127 to $54,178 (2%, +$1051)*	COST INCREASE Update costs through May 2024 CTC action. Eligible for Administrative Modification per criteria: 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:** CMAQ ► Delete funds in FY 22/23 in CON for $6,700 5307-TR ► Add funds in FY 24/25 in CON for $6,700 *Total project cost stays the same $110,550*	RE PROGRAMMED 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:** 5307-TR ► Delete funds in FY 23/24 in CON for $24,120 ► Add funds in FY 24/25 in CON for $24,120 *Total project cost stays the same $24,120*	RE PROGRAMMED 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
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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
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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

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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

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

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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, but not applicable for this project.

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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 Resident Engineer	Design 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 Resident Engineer	Design Construction	No
Project Feature	Air Quality	**PF-AQ-3:** All construction diesel equipment and diesel vehicles on-and-offsite shall be prohibited from idling excess of 5 minutes.	Project Engineer Resident Engineer	Design 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	Project/ Resident Engineer Contractor	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
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 Contractor	Design 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 Contractor	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
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, 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/ Resident Engineer Contractor	Design Construction	No
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 Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
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 Resident Engineer	Design 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 noise and vibration is higher, and many residents are away from their homes at work.	Project Engineer Resident Engineer	Design Construction	No
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 minimization measure 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 Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
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 Resident Engineer	Design 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 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,	Project Engineer Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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 Resident Engineer	Design 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 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	Project Engineer Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
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 Resident Engineer	Design 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 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.	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
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 Biologist Resident Engineer	Design 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 Biologist Resident Engineer	Design 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 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	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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 Biologist Resident Engineer	Design 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 Biologist Resident Engineer	Design Construction	No
Avoidance	Biology	**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.	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
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 comply with any specifications, conditions, and measures identified in the SAA.	Project Engineer Biologist Resident Engineer	Design Construction	No
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	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
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 Biologist 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	Project Engineer Biologist	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.	Resident Engineer		
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 Biologist Resident Engineer	Design Construction	No
Avoidance	Biology	**BIO-15:** Construction equipment maintenance, lighting, and staging must be in designated areas and away from wildlife undercrossings.	Project Engineer Biologist Resident Engineer	Design 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 Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
Avoidance	Biology	**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 Minimization Measure: A Guide to Developing Feasible and Effective Solutions**.**	Project Engineer Biologist Resident Engineer	Design Construction	No
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 the trees for roosting at any time of year. If the preconstruction survey and trimming occurs	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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 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	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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 Biologist Resident Engineer	Design Construction	No
Avoidance	Biology	**BIO-FWS-1:** ARTO fencing will consist of woven nylon netting approximately 2 feet in height and attached to wooden stakes. The bottom of the fence will be secured with gravel bags to prevent burrowing beneath the fence. All fencing materials (mesh, stakes, etc.) will be removed following construction activities. Ingress and egress of construction equipment and personnel will be kept to a minimum, but, when necessary, equipment and personnel will use a single access point to the site. The access point will be as narrow as possible and will be closed off by exclusionary fencing when personnel were not present on the site."	Project Engineer Biologist Resident Engineer	Design Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
Avoidance	Biology	**BIO-FWS-2:** Prior to construction activities, but after exclusionary fencing has been installed, at least two surveys for arroyo toads will be conducted within the fenced area by a Service-approved biologist. Surveys will be conducted during appropriate climatic conditions and during the appropriate time of day or night to maximize the likelihood of encountering arroyo toads. If climatic conditions are not appropriate for arroyo toad movement during the surveys, a qualified biologist may attempt to illicit a response from the arroyo toads, during nights (i.e., at least 1 hour after sunset) with temperatures above 50 degrees Fahrenheit, by spraying the project area with water to simulate a rain event."	Project Engineer Biologist Resident Engineer	Design Construction	No
Project Feature	Cultural Resource	**PF-CUL-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. In addition, contact the District 12 Division of Environmental Analysis; Alben Phung, Senior Environmental Scientist: (949)279-8715, and Victoria Stosel Project Archaeologist at (949) 236-0570. Further provisions of PRC 5097.98 are to be followed	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		as applicable. Standard Specification 14-2.03. Standard Specification 14-2.03.			
Project Feature	Cultural Resource	**PF-CUL-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 12 Division of Environmental Analysis; Alben Phung, Senior Environmental Scientist: (949)279-8715, Cheryl Sinopoli, DNAC: (949) 483-1018, and Victoria Stosel Project Archaeologist at (949) 236-0570 Further provisions of PRC 5097.98 are to be followed as applicable. Standard Specification 14-2.03.	Archaeologist Project/ Resident Engineer Contractor	Construction	No
Project Feature	Cultural Resource	**PF-CUL-3:** Provide Cultural Sensitivity Training to the Contractor prior to construction start. Standard Specification 14-2.03C.	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
Project Feature	Cultural Resource	**PF-CUL-4:** The establishment of Environmentally Sensitive Areas (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. The ESA fencing will be in compliance with Standard Specification 16-2.03. 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 Environmental Monitoring Area (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-	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		equivalent consultant archaeologist (with oversight from Caltrans) and Native American monitors.			
Project Feature	Cultural Resource	**PF-CUL-5:** 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 Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
Project Feature	Cultural Resource	PF-CUL-6: 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.	Archaeologist Project/ Resident Engineer Contractor	Construction	No
Project Feature	Cultural Resource	**PF-CUL-7:** 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	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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			

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
Project Feature	Cultural Resource	**PF-CUL-8:** 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	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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).			
Project Feature	Cultural Resource	**PF-CUL-9:** 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 Project/ Resident Engineer Contractor	Construction	No
Project Feature	Cultural Resource	**PF-CUL-10:** 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	Archaeologist Project/ Resident Engineer Contractor	Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
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 Project/ Resident Engineer Contractor	Construction	Yes
Project Feature	Paleontology	**PF-PAL-1:** Caltrans will inform the contractor that the Department is performing paleontological resource minimization measure 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	Resident Engineer Archaeologist Contractor	Construction Post-Construction	No

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		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.			
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: • 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	Resident Engineer Archaeologist Contractor	Construction 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
		Paleontologically sensitive units should any resources be found; to be done in house or through an A&E Task Order.			
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, 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.	Traffic Engineer Resident Engineer Project Engineer Contractor	Design Construction	No

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

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

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

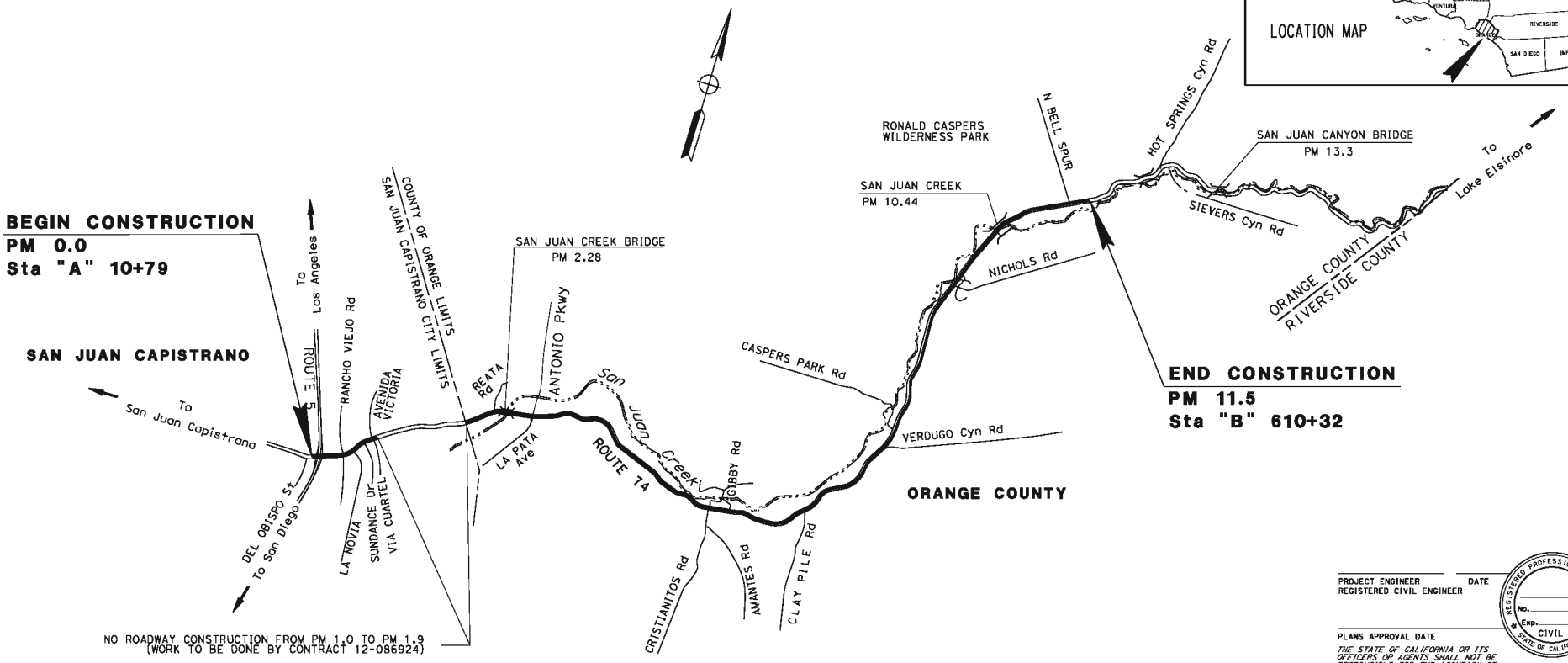
PROJECT PLANS FOR CONSTRUCTION ON

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





NO SCALE

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER
DATE

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CONTRACT No.	12-0R9900
PROJECT ID	1219000072

LAST REVISION 03-10-11

DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3107:26 PM

PROJECT MANAGER

DESIGN ENGINEER

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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:

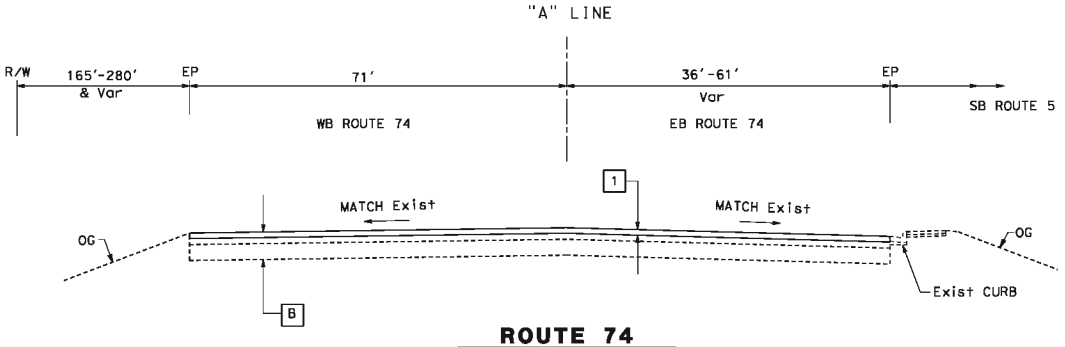
[X] TYPICAL PAVEMENT STRUCTURE SECTION NUMBER

ABBREVIATION:

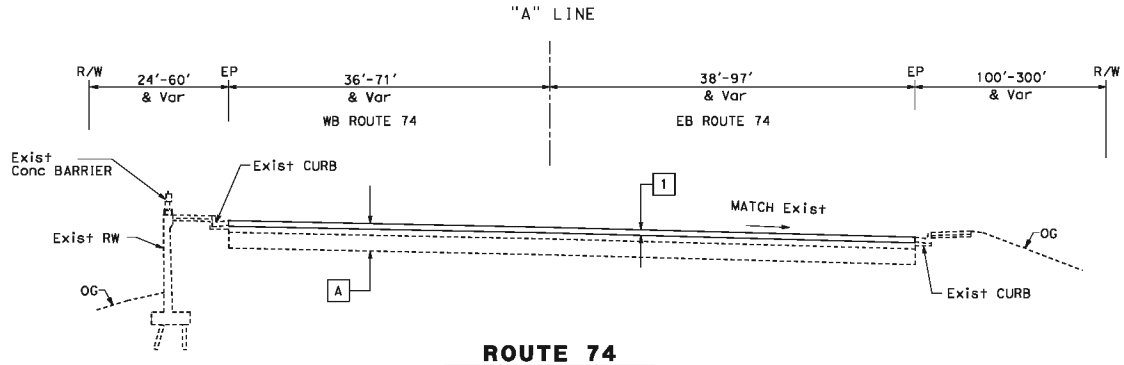
RHMA - G RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

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 | Caltrans | DESIGN A | FUNCTIONAL SUPERVISOR: JOSEPH LEE | CALCULATED-DESIGNED BY: MICHAEL ARDEHALLI | CHECKED BY | REVISED BY | DATE REVISED

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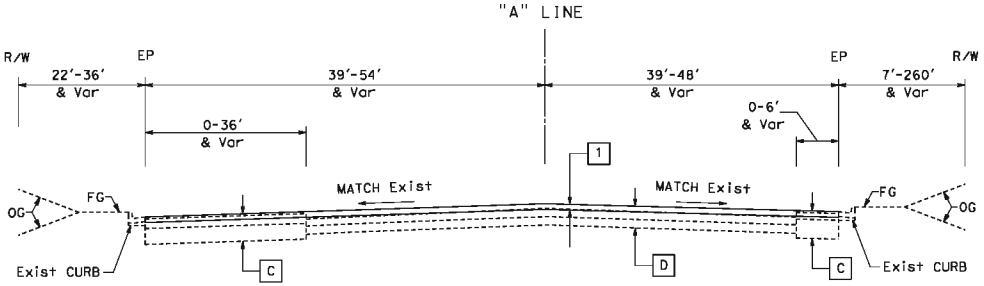
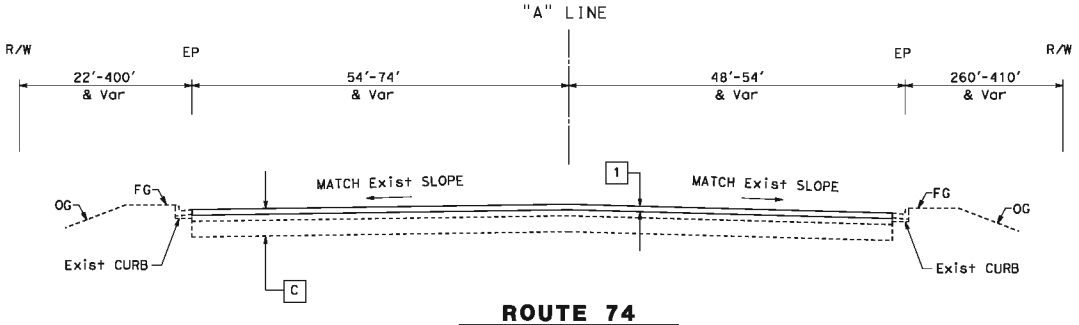


ROUTE 74

"A" 17+55 TO "A" 18+95



ROUTE 74

"A" 15+72 TO "A" 17+55

TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

X-2

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PROJECT NUMBER & PHASE 12190000720

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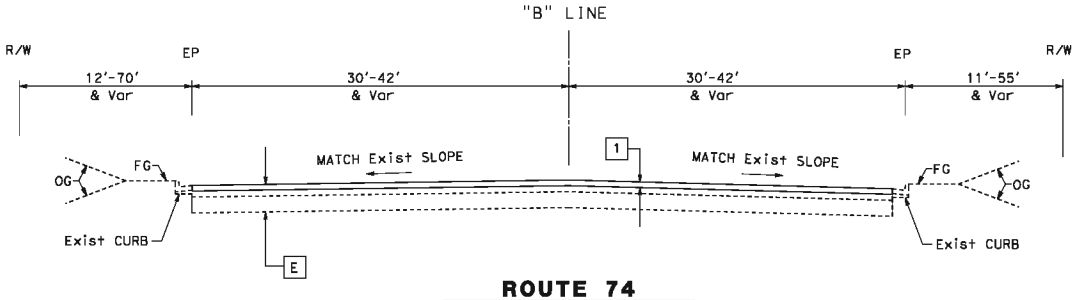
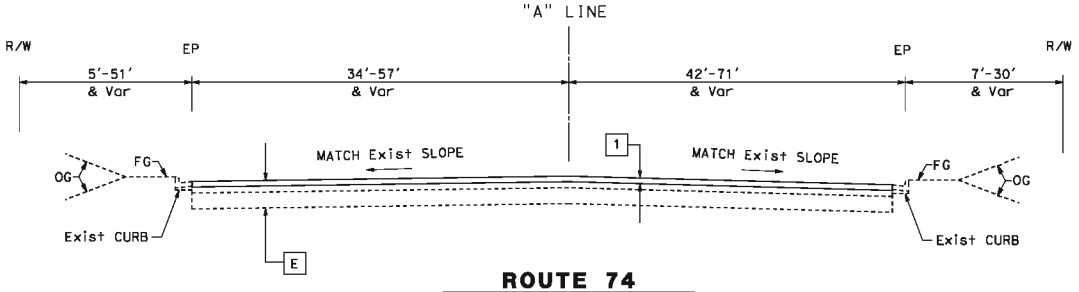


ROUTE 74

"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

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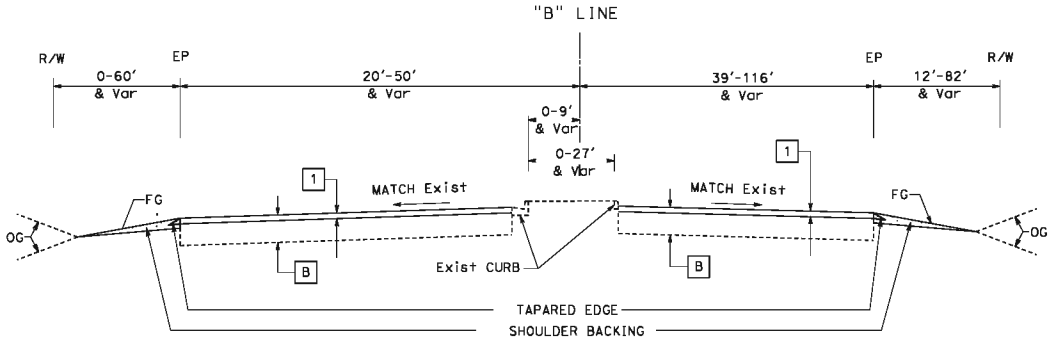
WESTBOUND
"B" 115+96 TO "B" 122+45
"B" 125+33 TO "B" 129+56

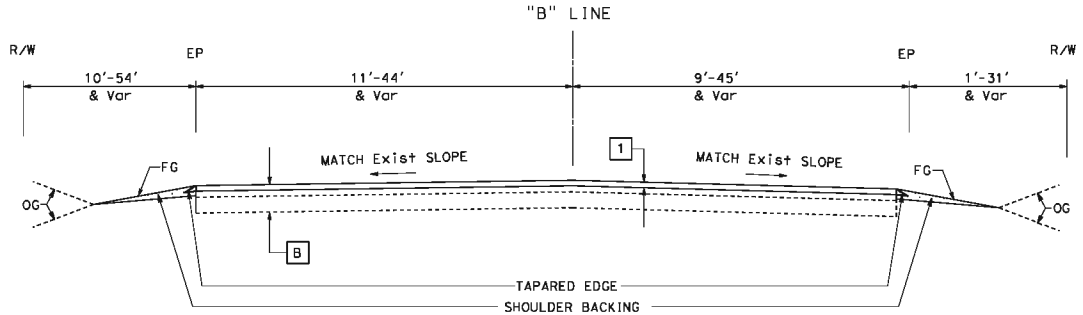
EASTBOUND
"B" 114+52 TO "B" 117+23



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

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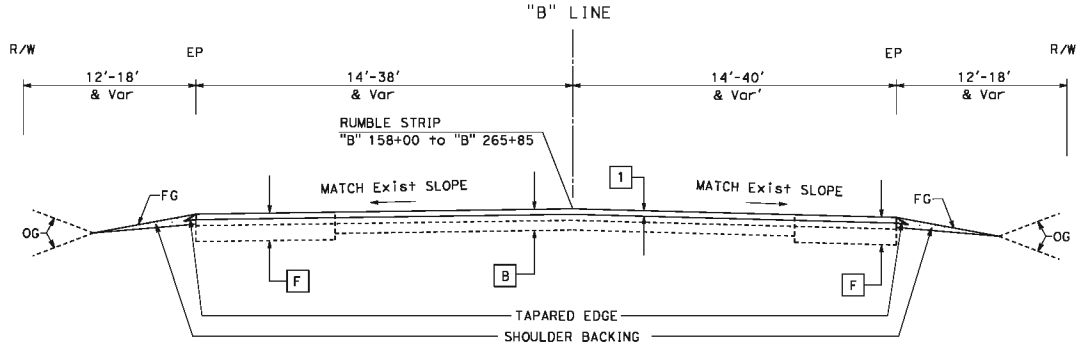
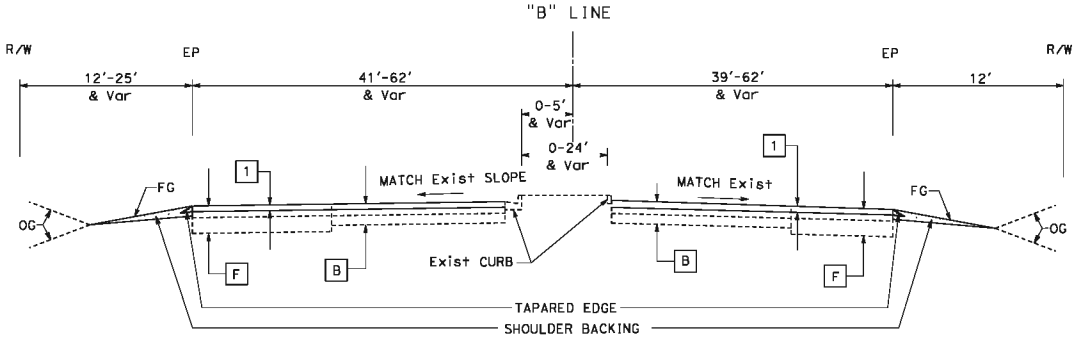


ROUTE 74

"B" 153+90 TO "B" 265+85



ROUTE 74

"B" 142+00 TO "B" 153+90

TYPICAL CROSS SECTIONS

SCALE: 1" = 50'

X-5

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12	Ora	74	0.0/11.5		

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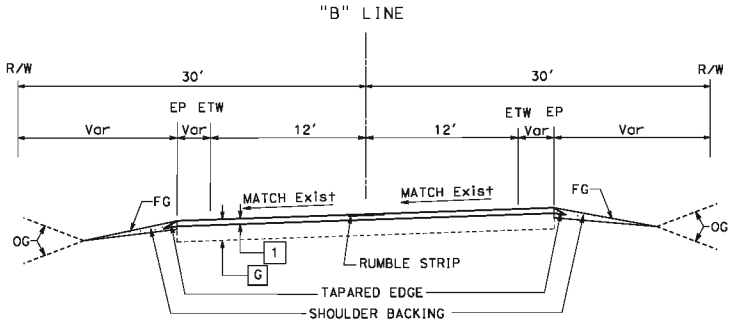
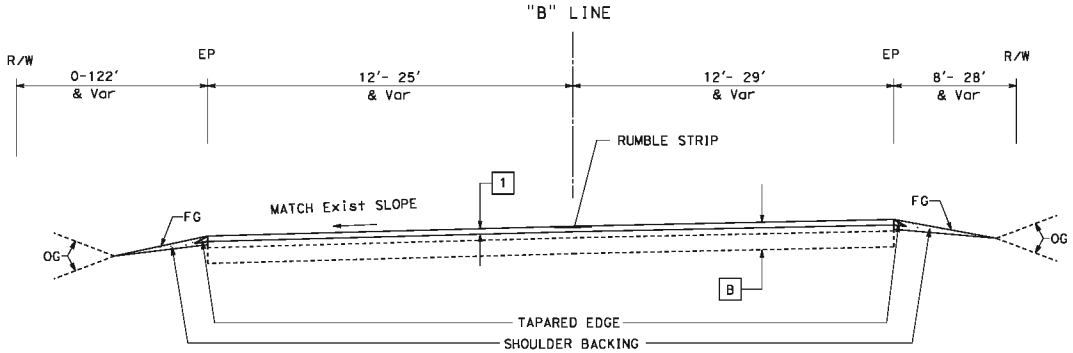


ROUTE 74

"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

LAST REVISION 00-00-00
DATE PLOTTED => 10/29/2025
TIME PLOTTED => 3:07:28 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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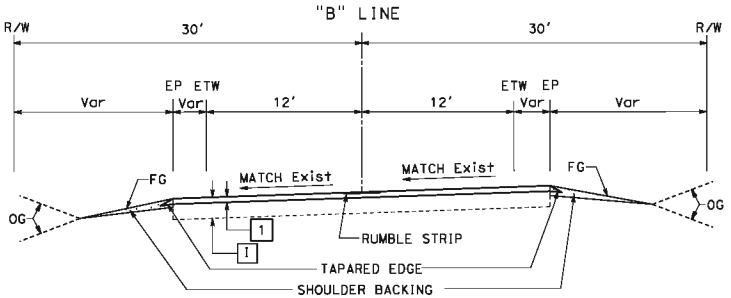
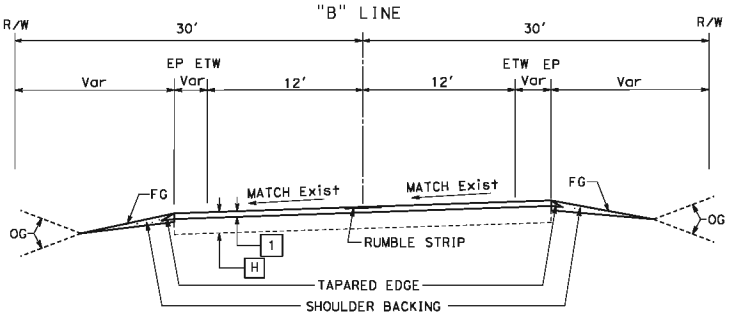


ROUTE 74

"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	CHECKED BY	MICHAEL ARDEHALLI	

LAST REVISION 00-00-00 | DATE PLOTTED => 10/29/2025 | TIME PLOTTED => 3:07:28 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a007.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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REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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

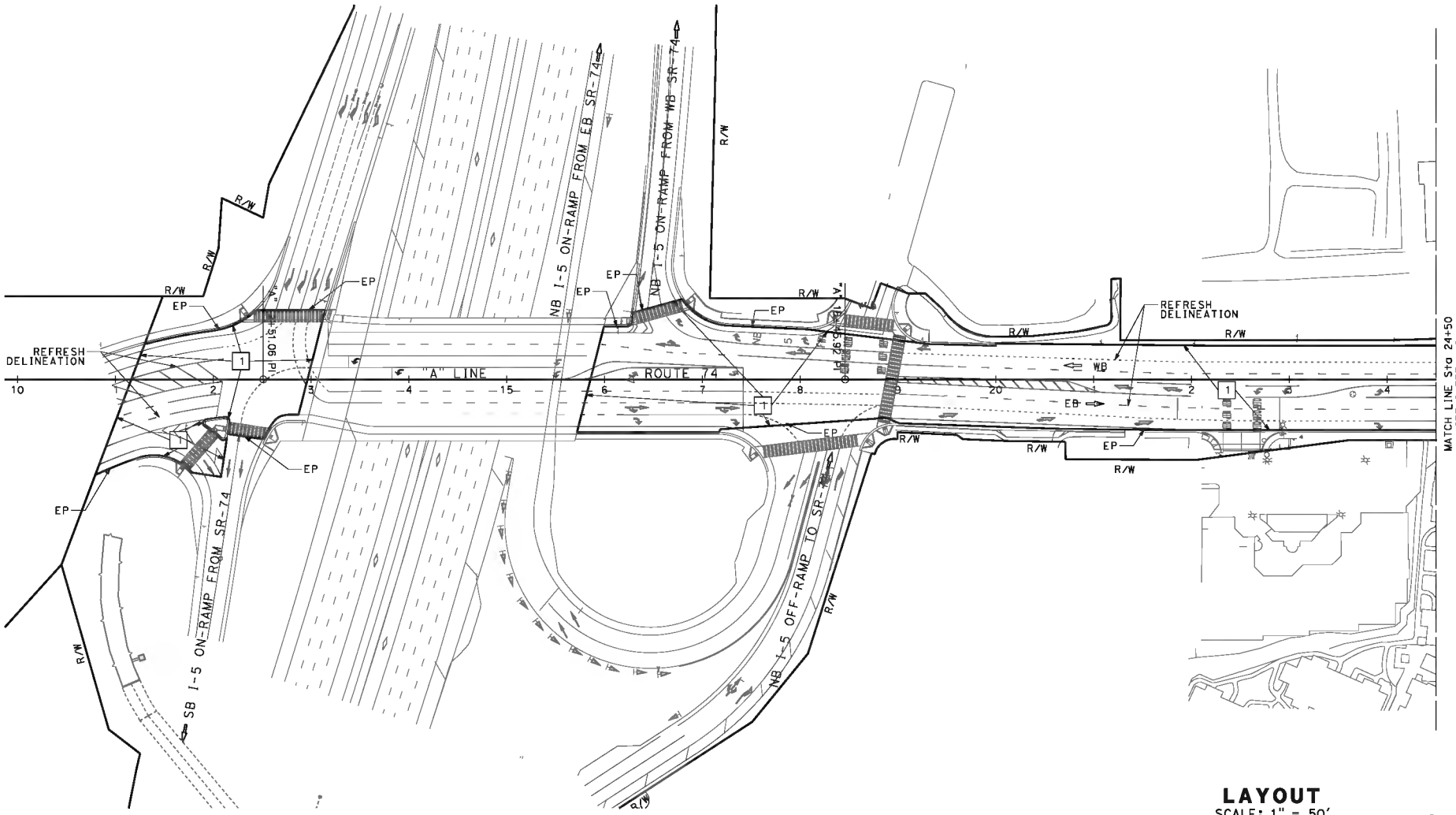
ROADSIDE SIGN - ONE POST

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: MICHAEL ARDEHALLI | CHECKED BY | 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

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:

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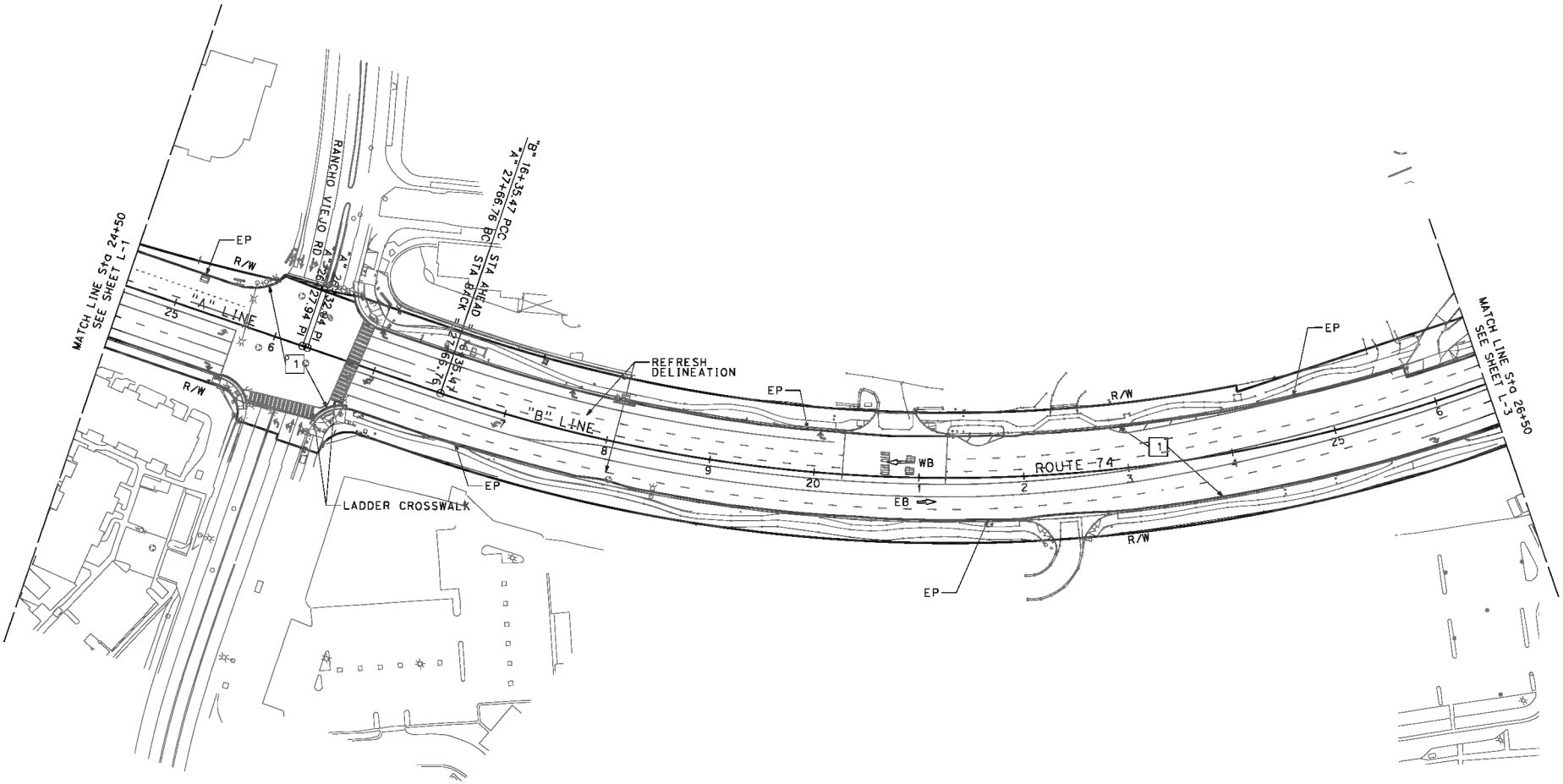

LAYOUT
SCALE: 1" = 50'

L-2

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 => 3:07:33 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

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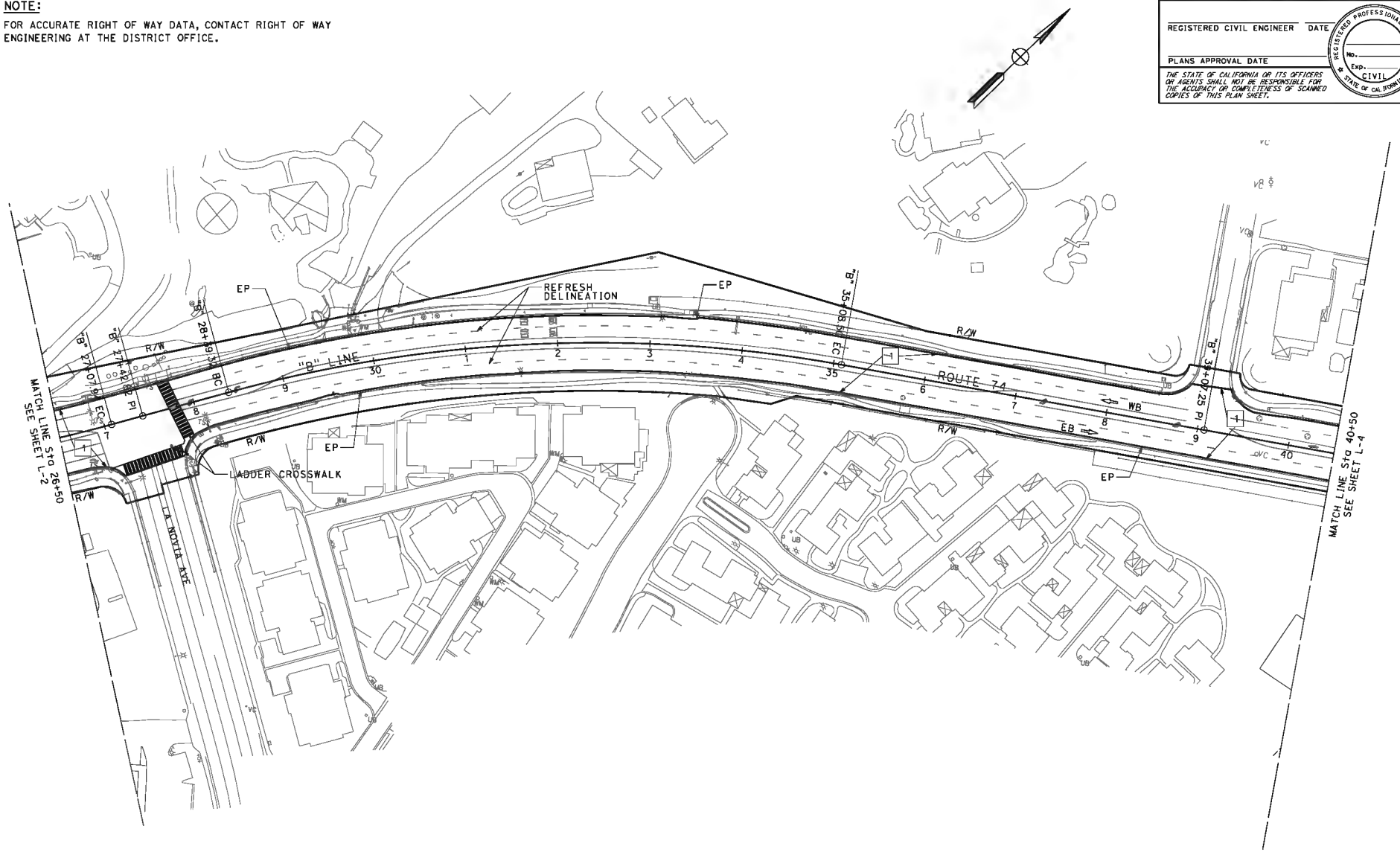
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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 | 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 => 3:07:34 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

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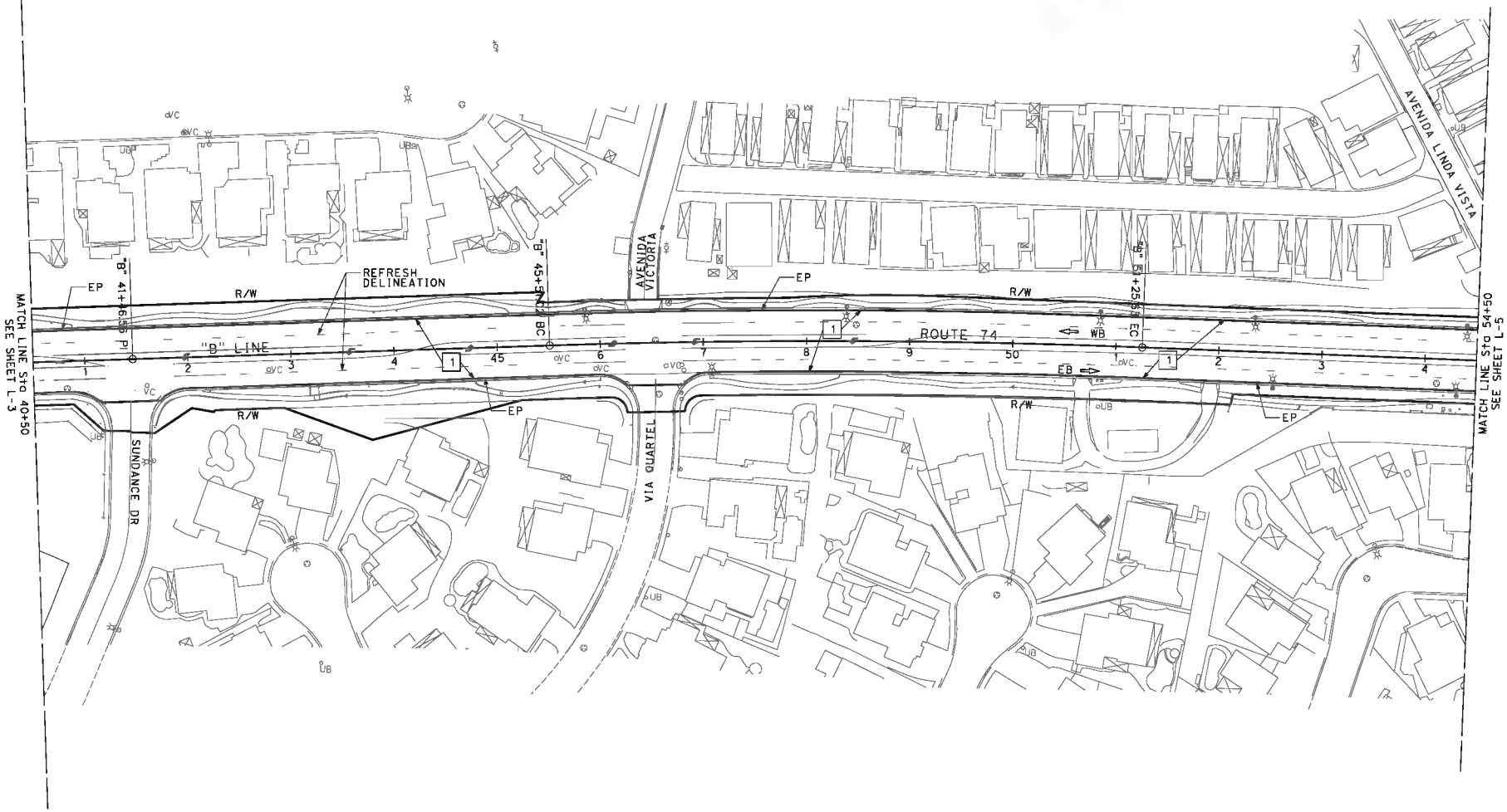
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI	
DESIGN A		CHECKED BY	DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:35 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

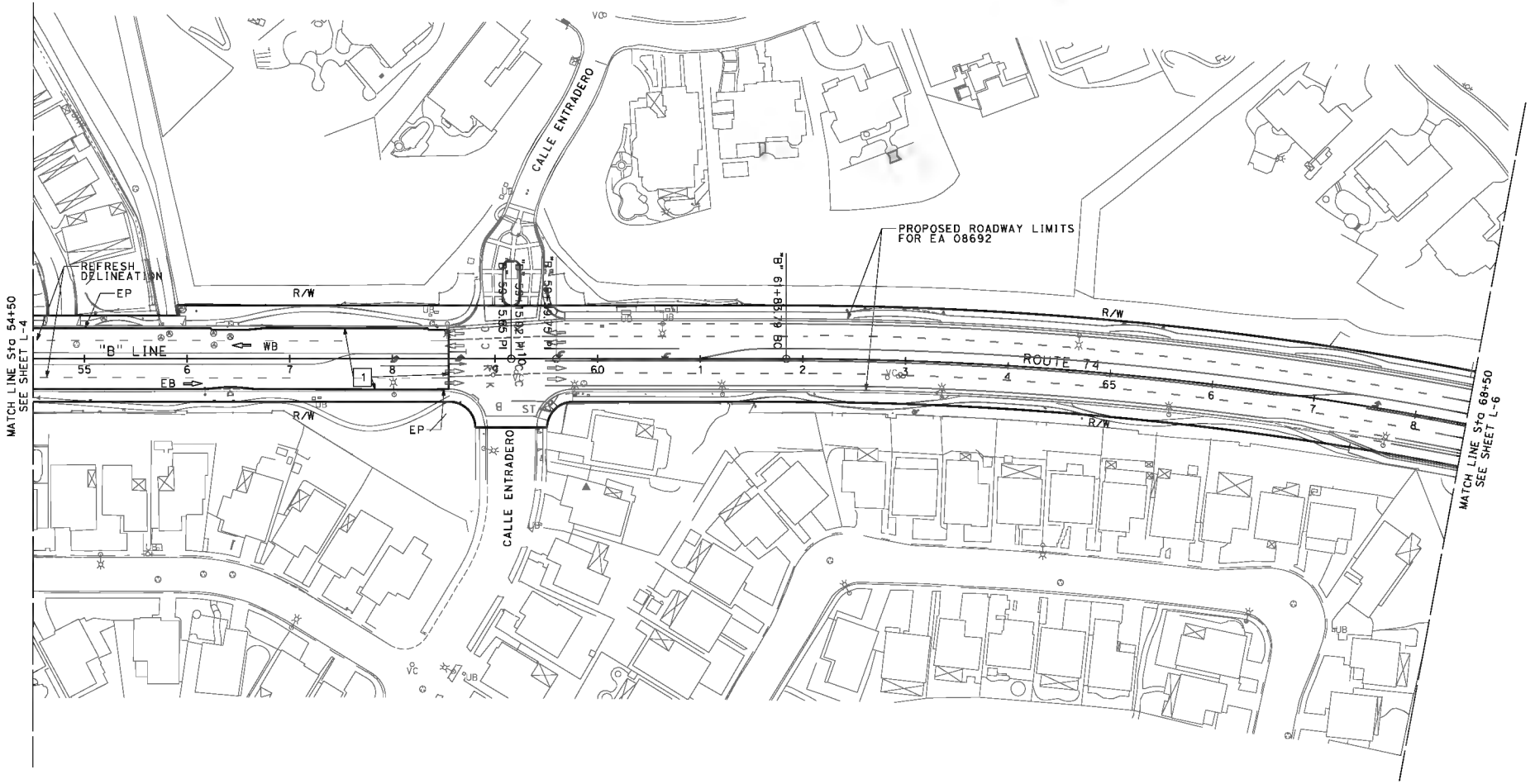
PLANS APPROVAL DATE

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

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-5

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 => 3:07:36 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.

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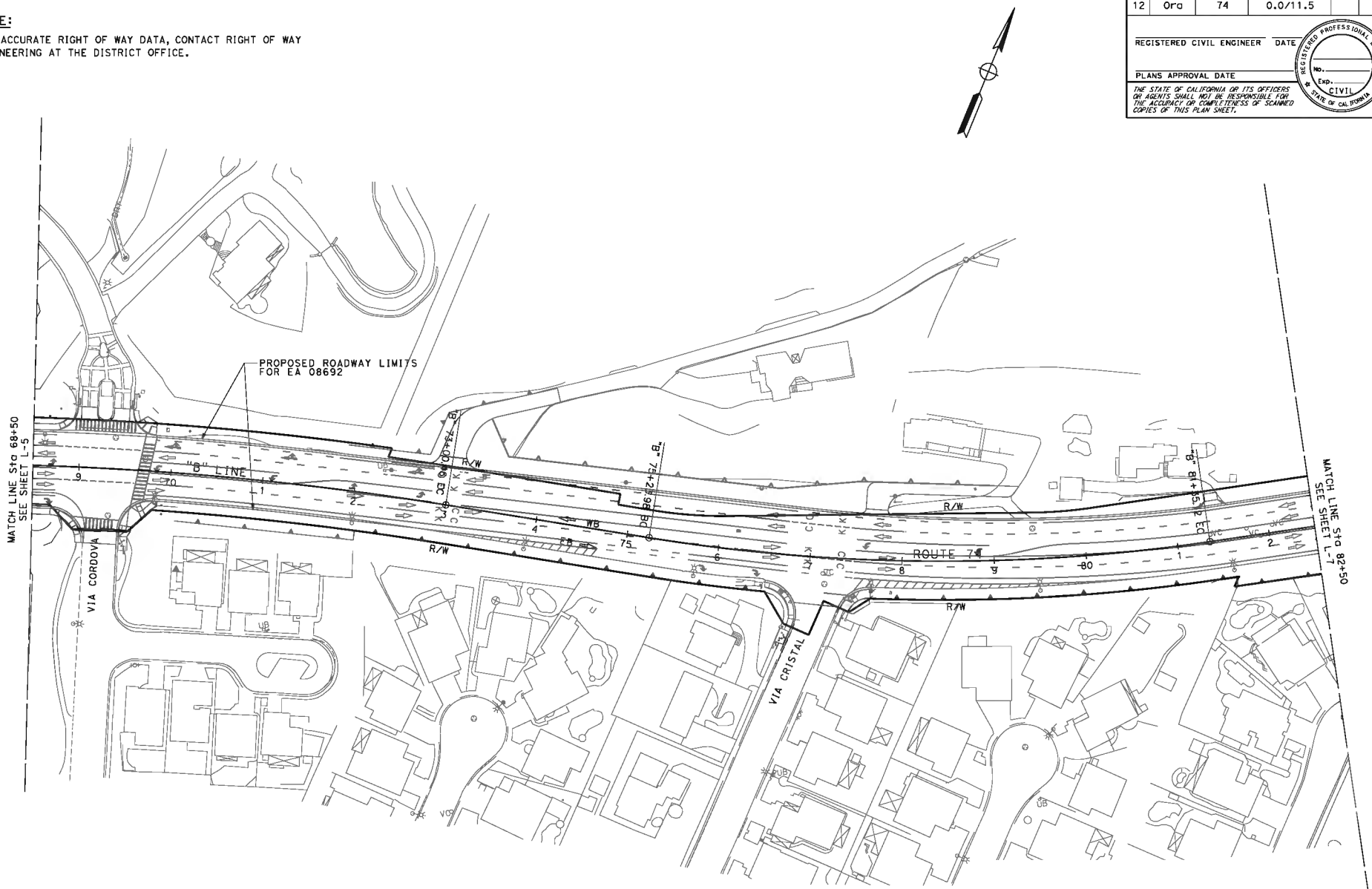
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans	JOSEPH LEE	CHECKED BY	DATE REVISED
DESIGN A		MICHAEL ARDEHALLI	

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:37 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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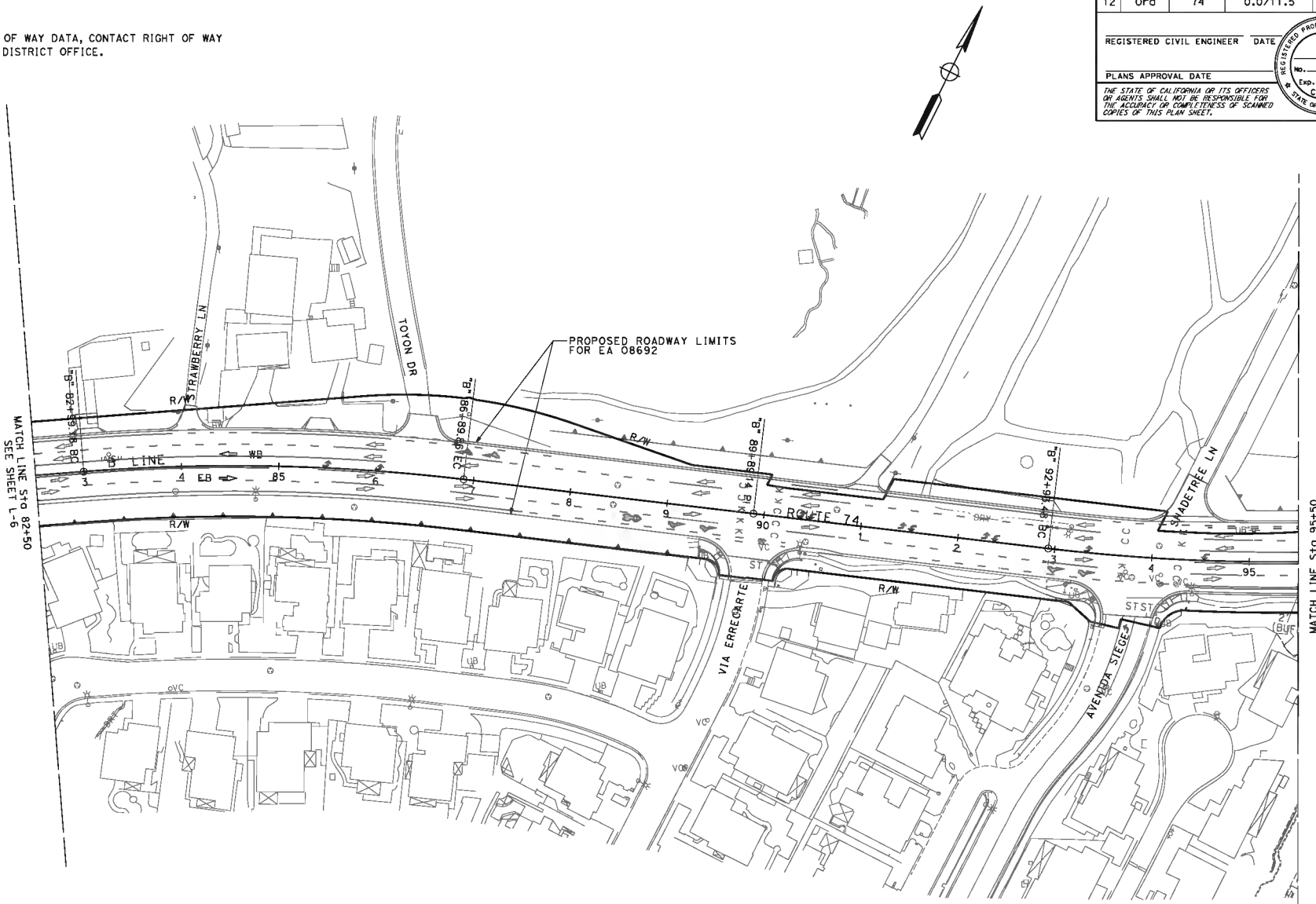
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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 => 3:07:38 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\12190000720a007.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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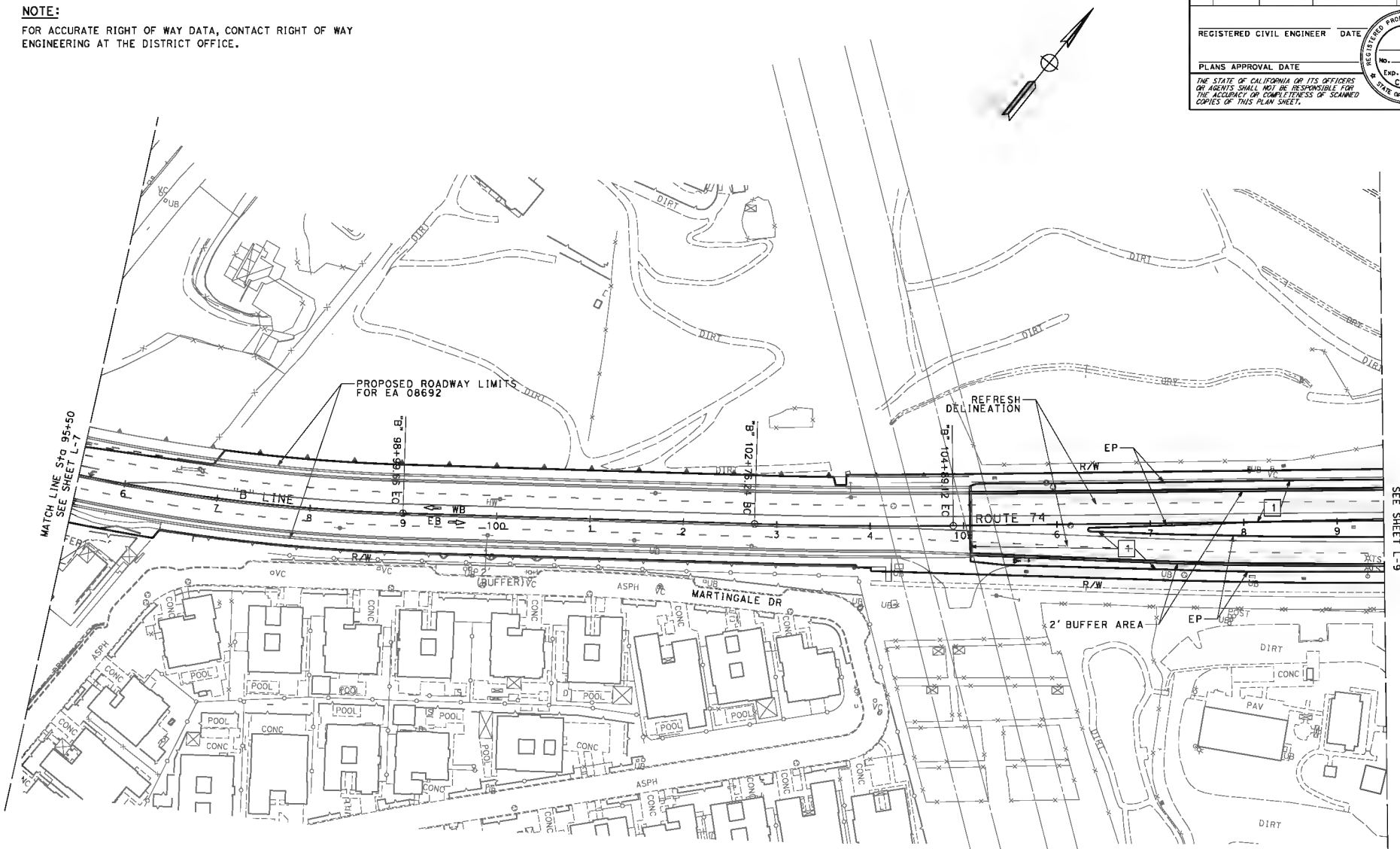


LAYOUT
SCALE: 1" = 50'

L-8

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 => 3:07:38 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

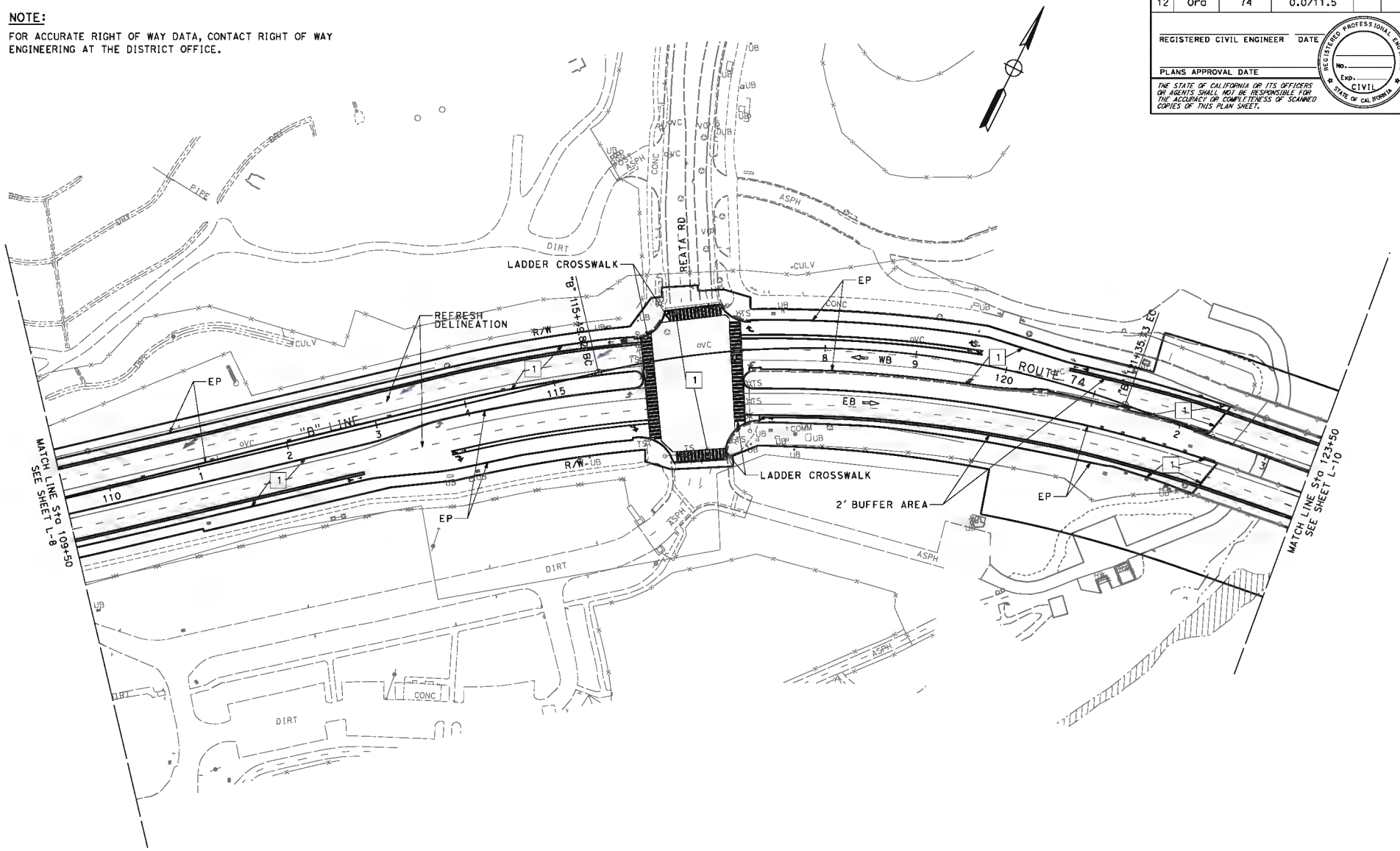
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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-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 => ...\12190000720a009.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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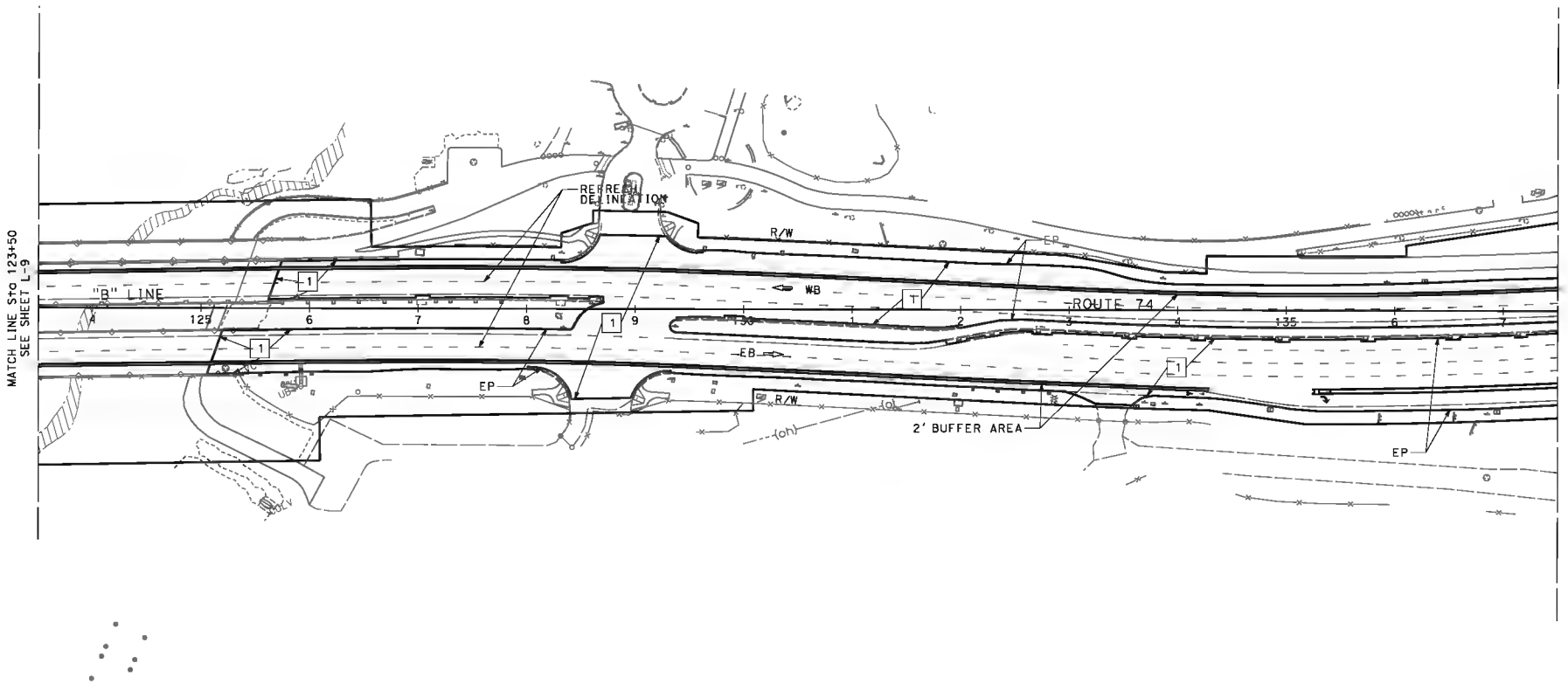
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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
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 => 3:07:40 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a010.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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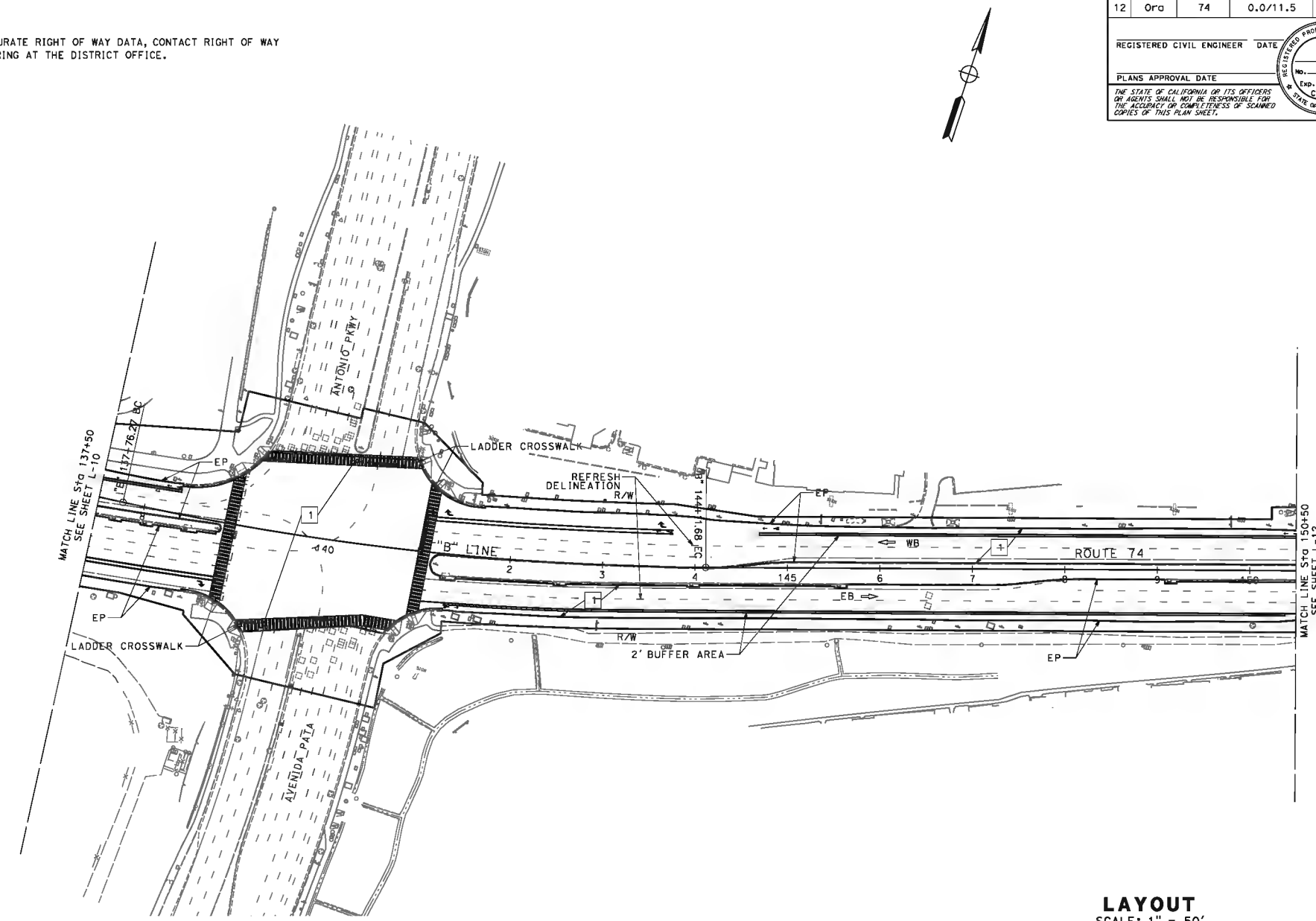

LAYOUT
SCALE: 1" = 50'

L-11

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 => 3:07:41 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a011.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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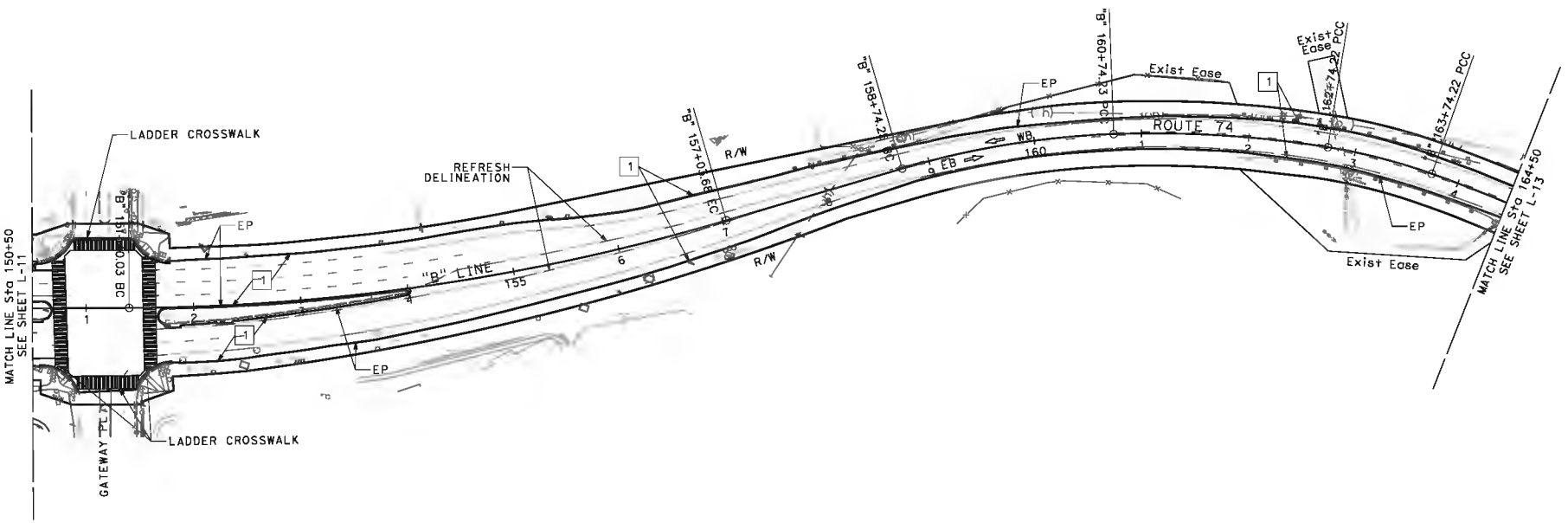

LAYOUT

SCALE: 1" = 50'

L-12

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 => 3:07:41 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a012.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:

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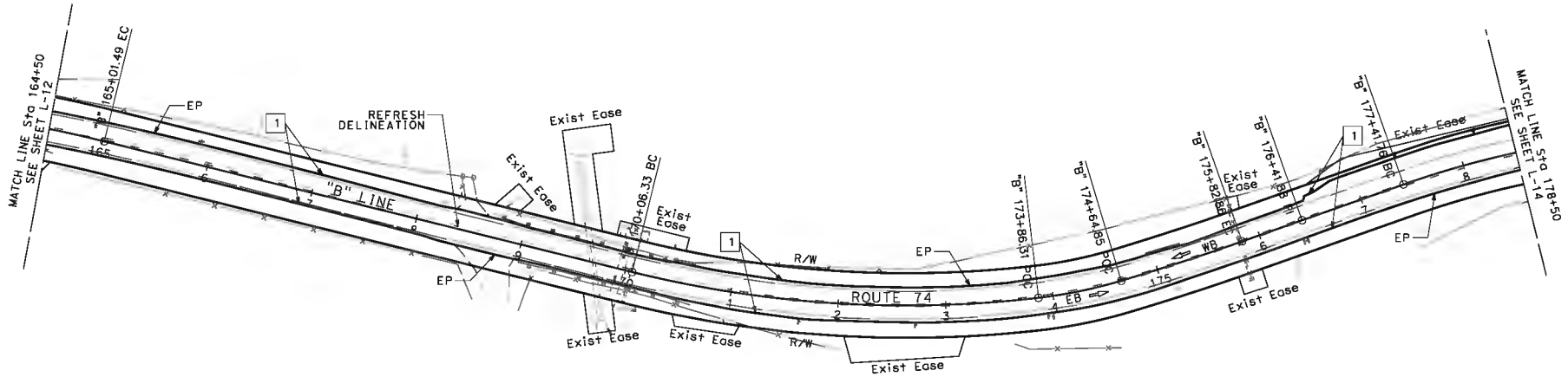

LAYOUT
SCALE: 1" = 50'

L-13

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 => 3:07:42 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a013.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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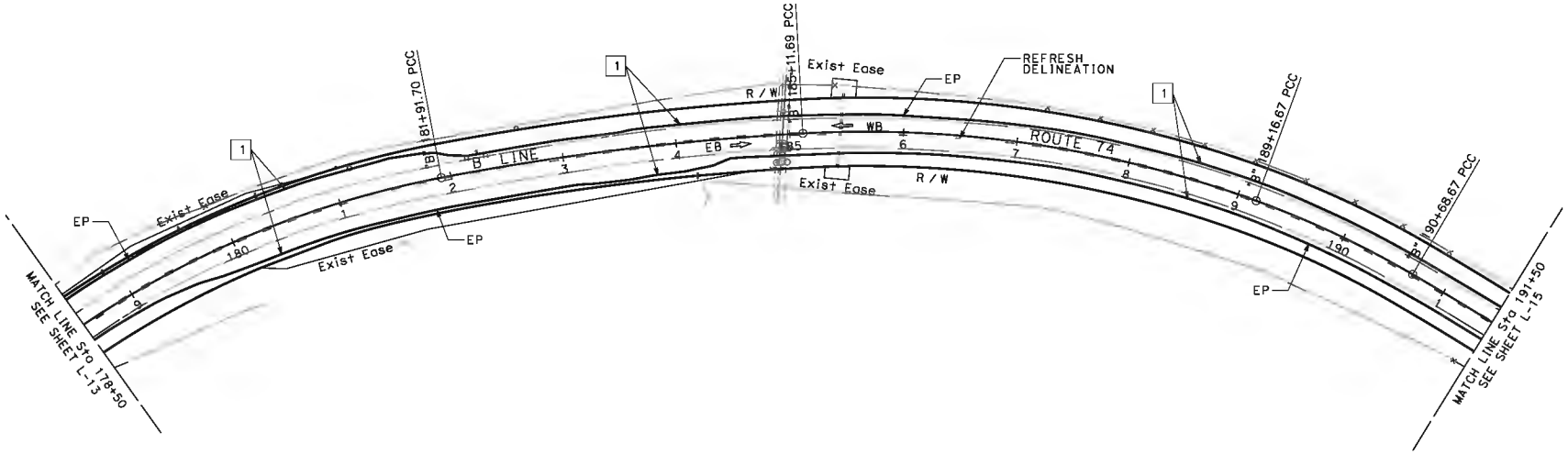
NOTE:

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	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 => 3:07:43 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\1219000072ea014.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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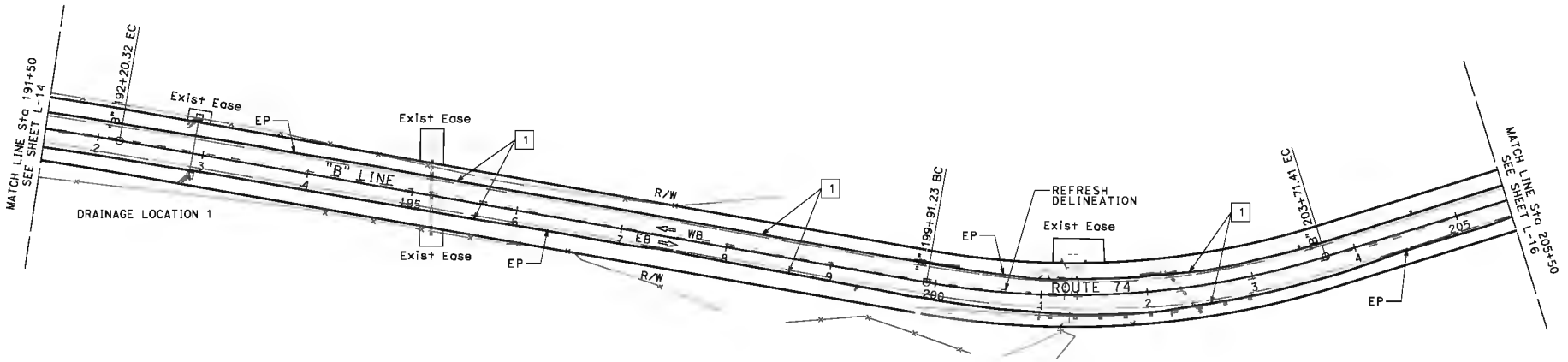
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-15

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 => 3:07:44 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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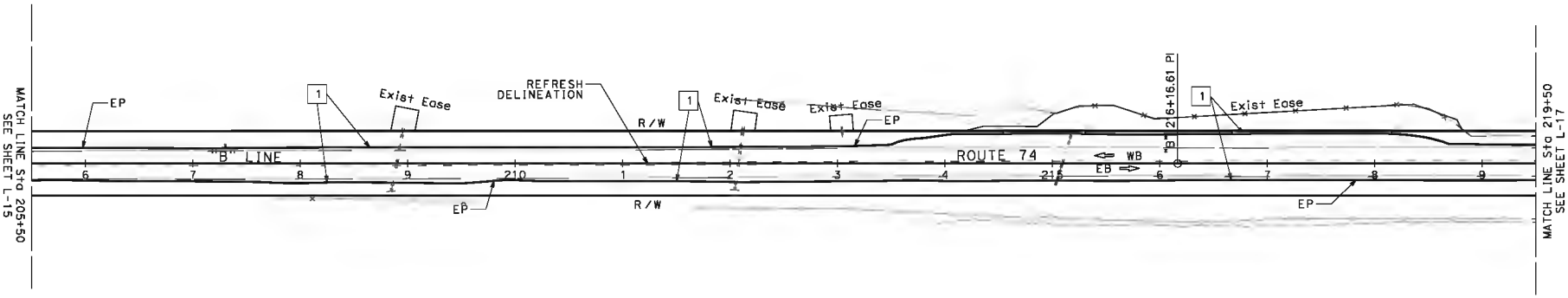

LAYOUT
SCALE: 1" = 50'

L-16

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 => 3:07:44 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a016.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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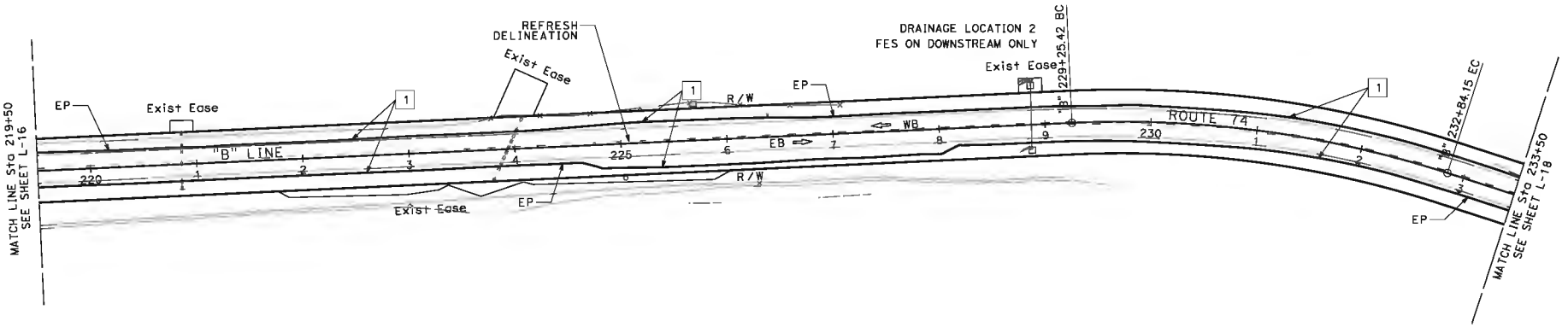

LAYOUT
SCALE: 1" = 50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI		
DESIGN A		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 => ...\12190000720a017.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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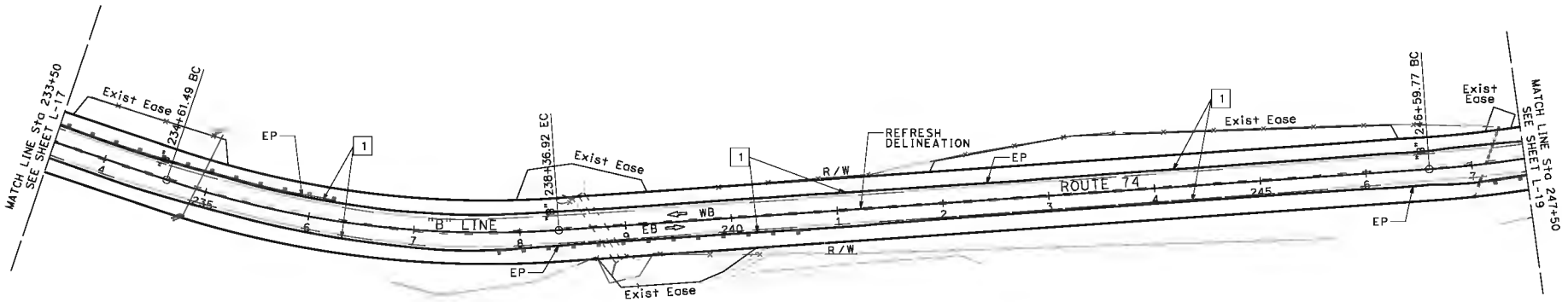

LAYOUT
SCALE: 1" = 50'

L-18

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 => 3:07:46 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

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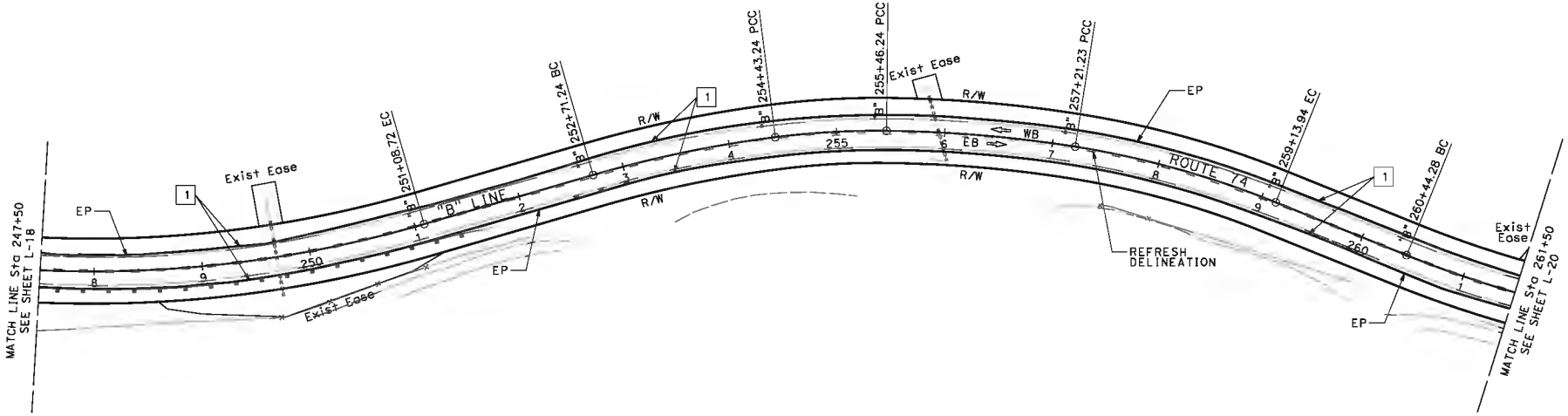

LAYOUT
SCALE: 1" = 50'

L-19

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 => 3:07:46 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a019.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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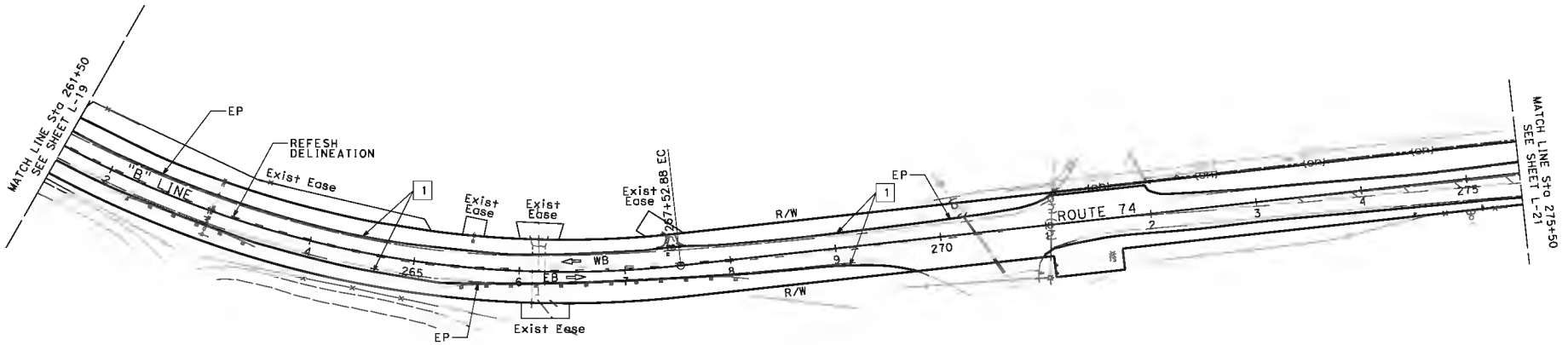

LAYOUT
SCALE: 1" = 50'

L-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans DESIGN A	JOSEPH LEE	CHECKED BY	MICHAEL ARDEHALLI	

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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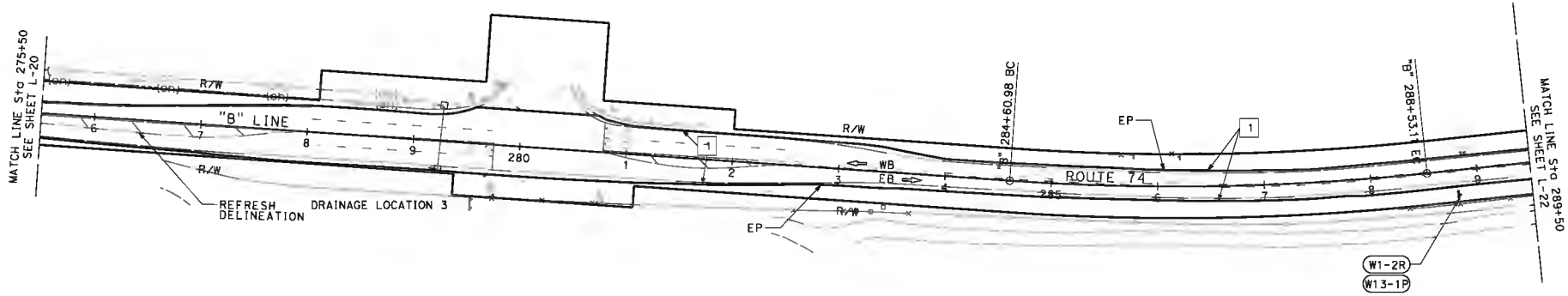

LAYOUT
SCALE: 1" = 50'

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 => ...\12190000720a021.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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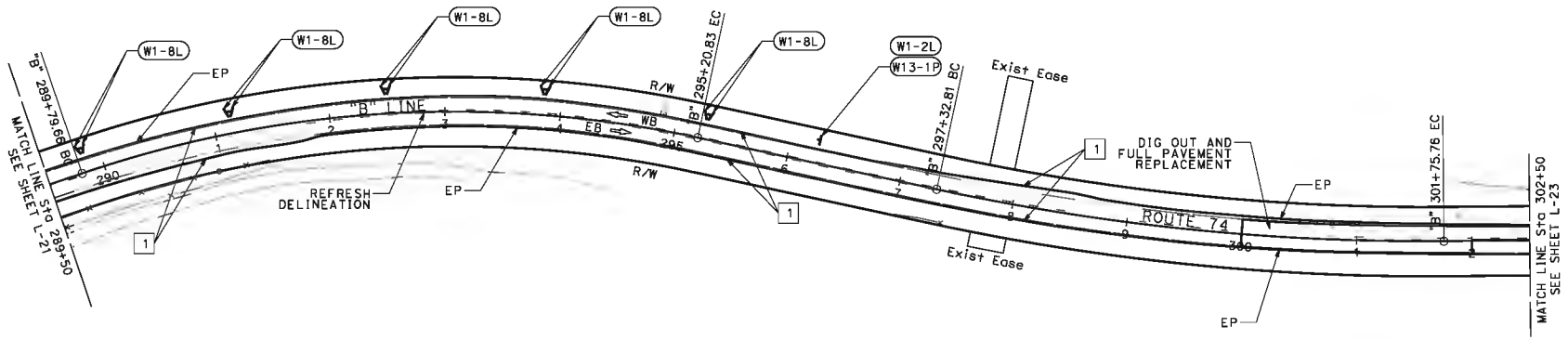
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-22

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 => 3:07:48 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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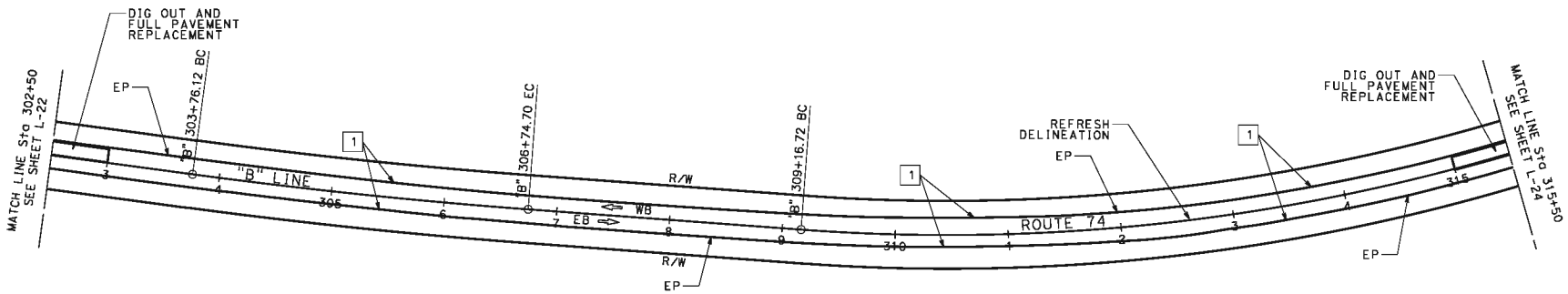

LAYOUT

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	

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\12190000720a023.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12190000720

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:49 PM

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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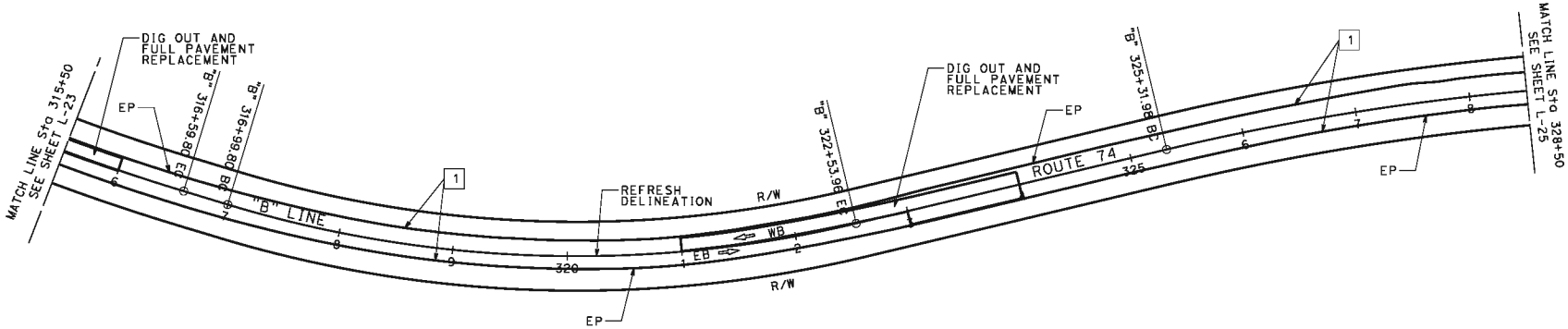

LAYOUT
SCALE: 1" = 50'

L-24

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 => 3:07:50 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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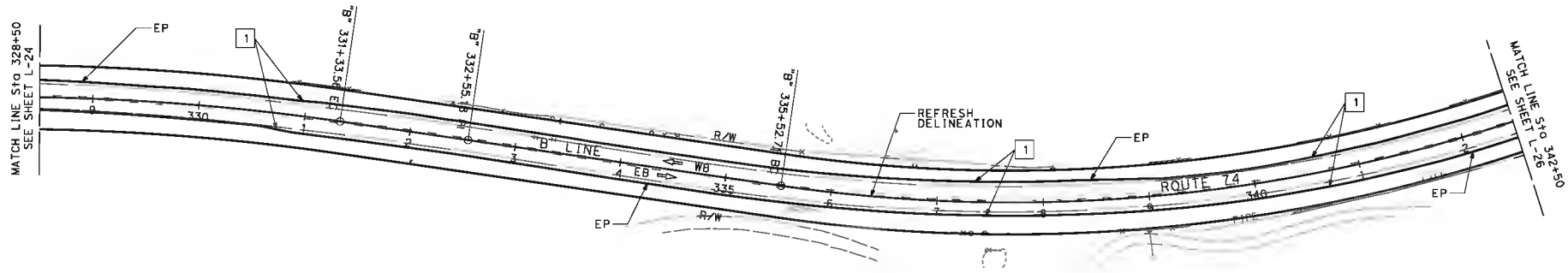
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI		
DESIGN A		CHECKED BY		

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 => ...\12190000720a025.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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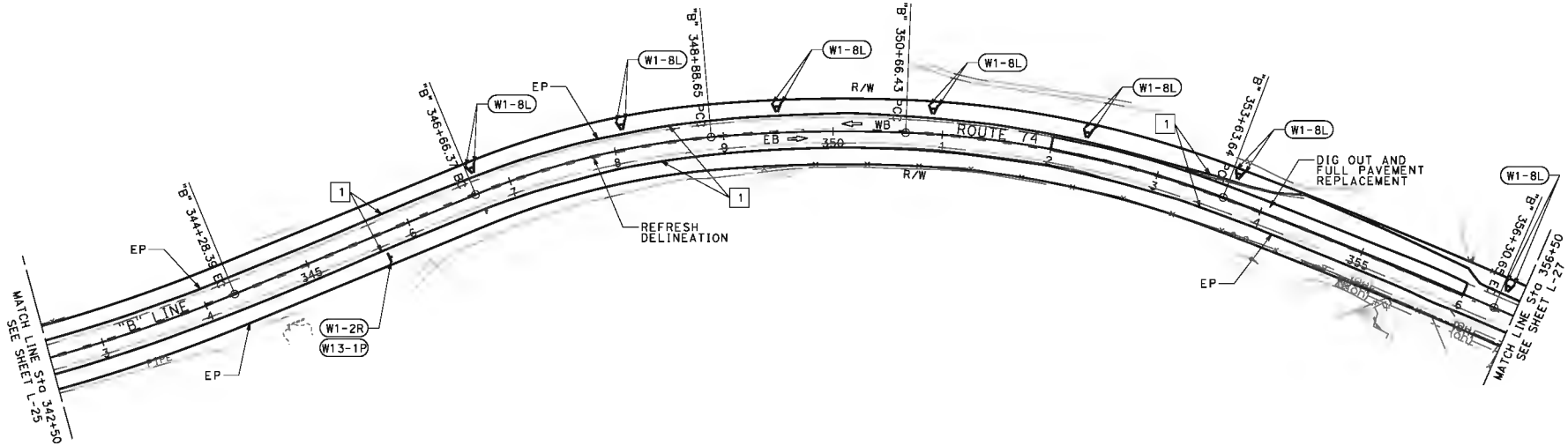

LAYOUT

SCALE: 1" = 50'

L-26

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | 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 => 3:07:51 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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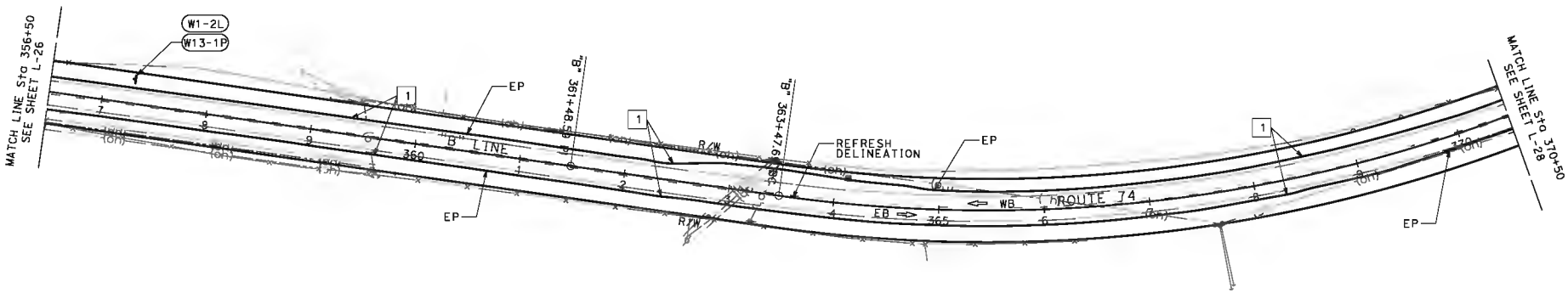

LAYOUT
SCALE: 1" = 50'

L-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI	
DESIGN A		CHECKED BY	DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 10/29/2025 TIME PLOTTED => 3:07:52 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a027.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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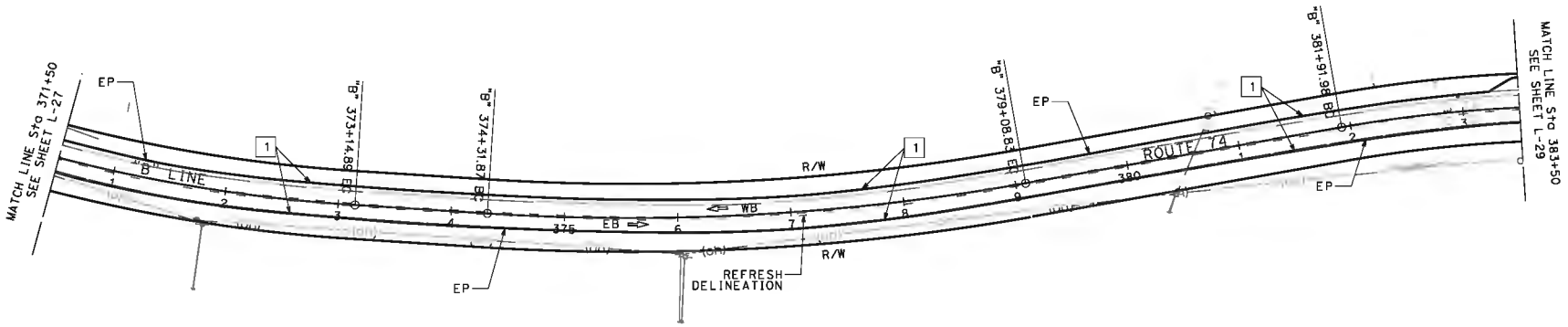

LAYOUT
SCALE: 1" = 50'

L-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans DESIGN A	JOSEPH LEE	CHECKED BY	DATE REVISED
		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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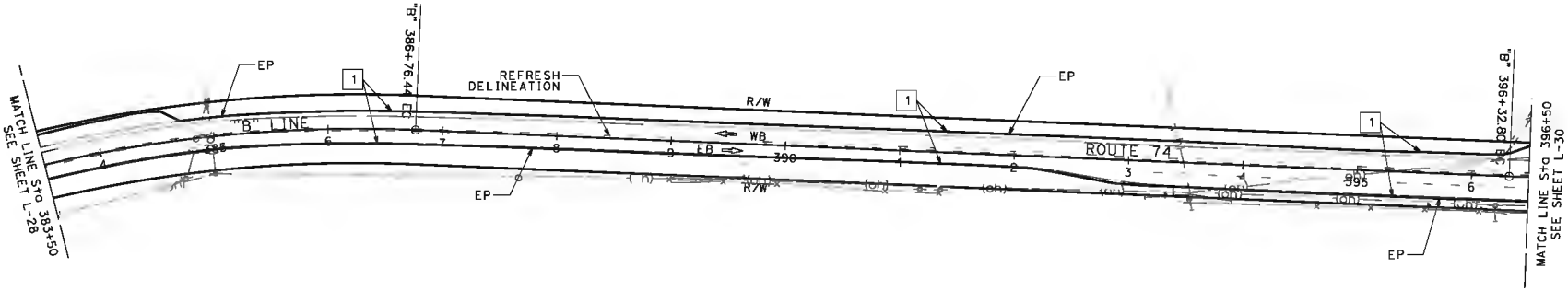

LAYOUT
SCALE: 1" = 50'

L-29

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans 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 => ...\12190000720a029.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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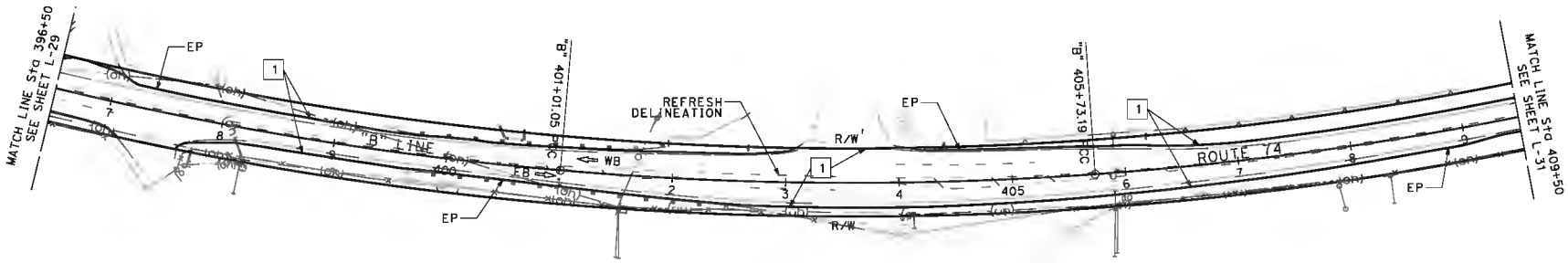

LAYOUT
SCALE: 1" = 50'

L-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
DESIGN A	JOSEPH LEE	CHECKED BY	MICHAEL ARDEHALLI	

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 => ...\12190000720a030.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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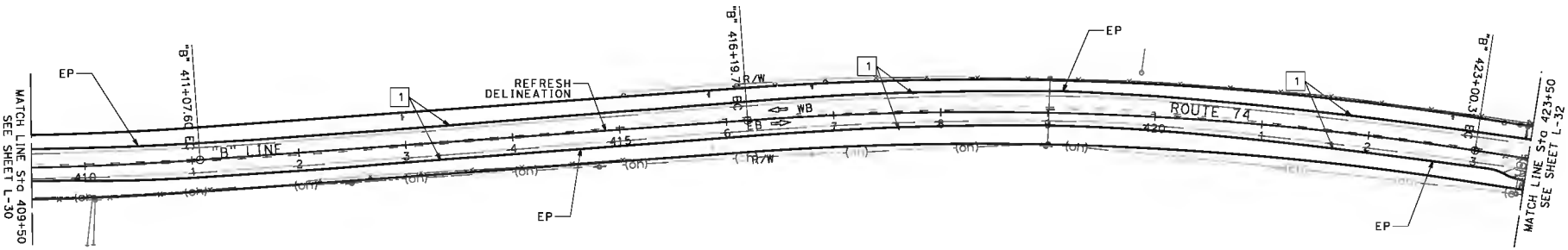
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans DESIGN A	JOSEPH LEE	CHECKED BY	MICHAEL ARDEHALLI	

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

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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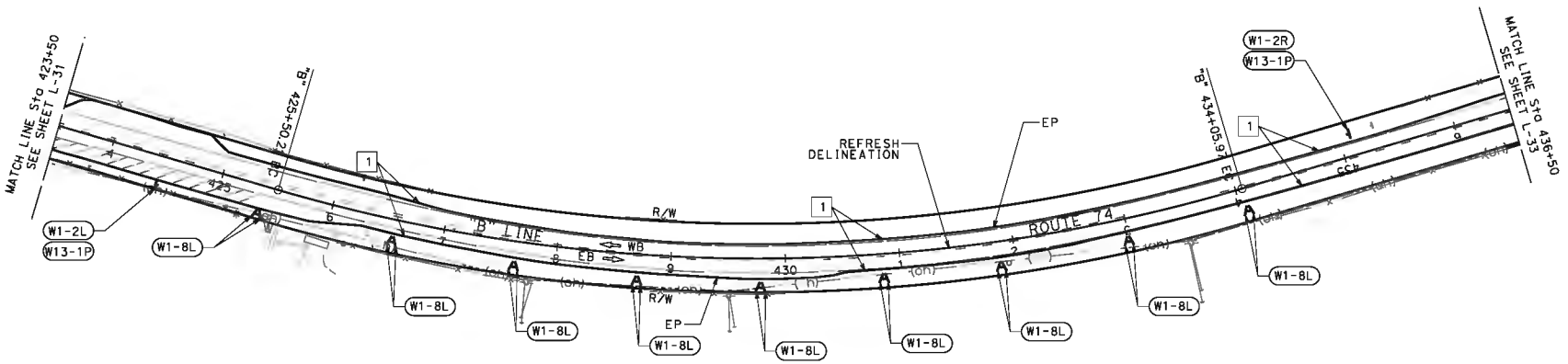

LAYOUT
SCALE: 1" = 50'

L-32

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans 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 => ...\12190000720a032.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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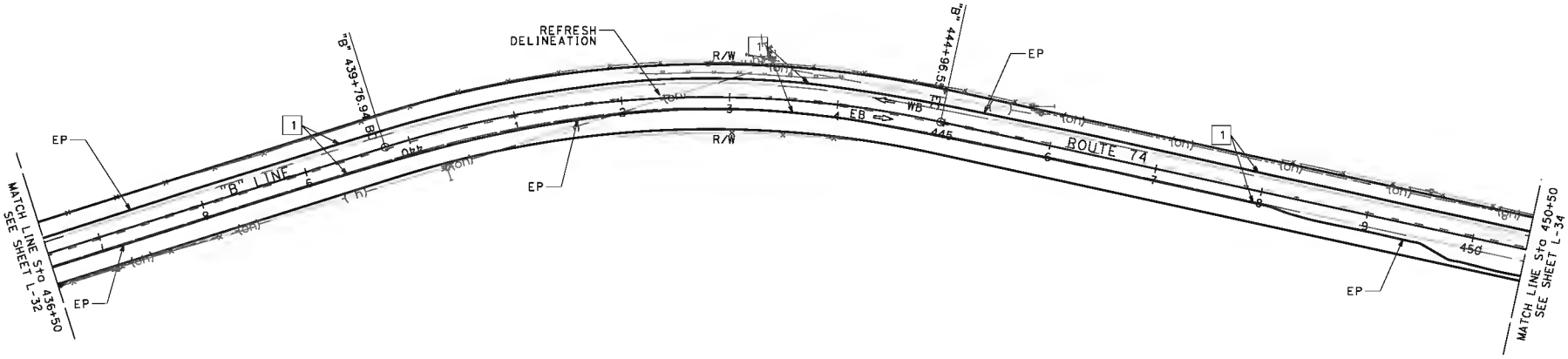
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-33

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 => 3:07:56 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a033.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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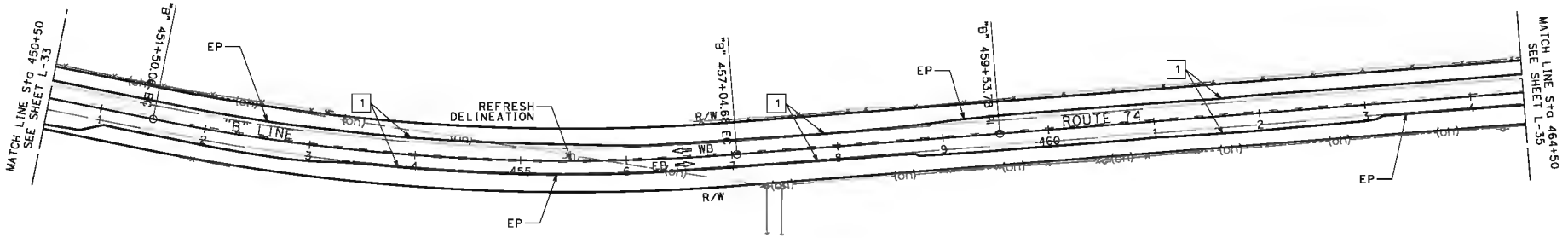
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-34

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 => 3:07:57 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\12190000720a034.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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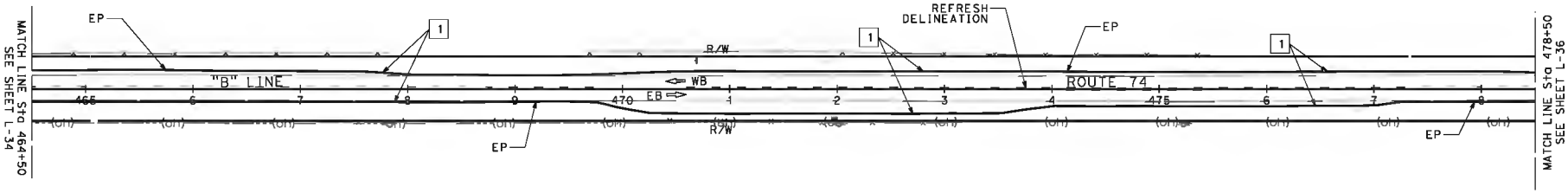
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-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 => ...\12190000720a035.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

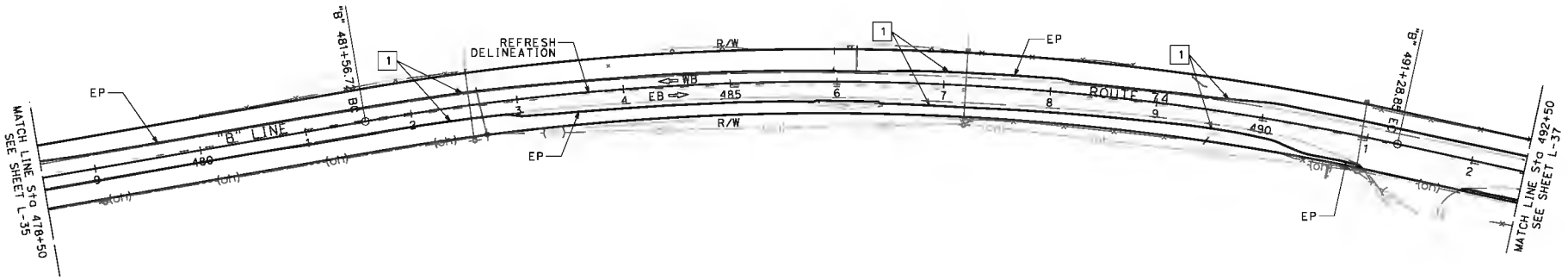
PLANS APPROVAL DATE

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 | 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 => 3:07:58 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

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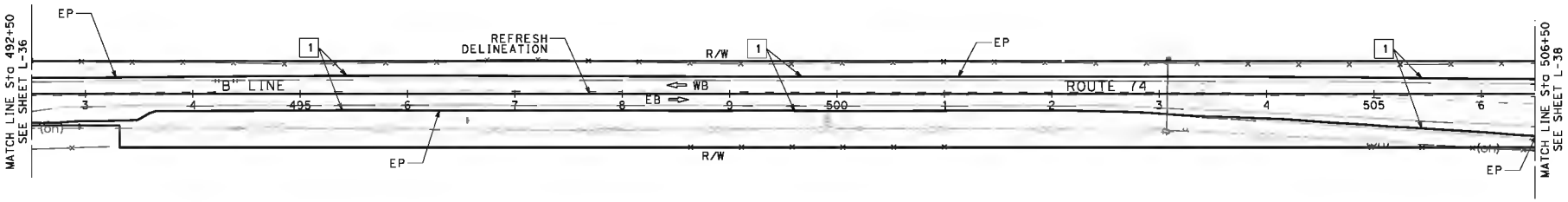
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	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 => 3:07:59 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a037.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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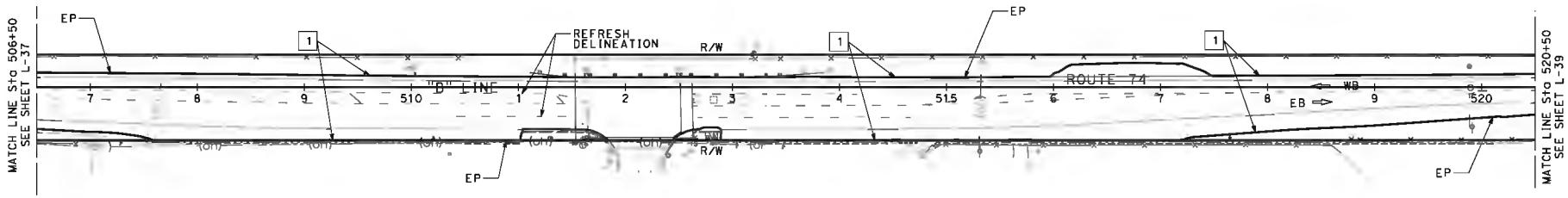

LAYOUT
SCALE: 1" = 50'

L-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI		
DESIGN A		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 => ...\12190000720a038.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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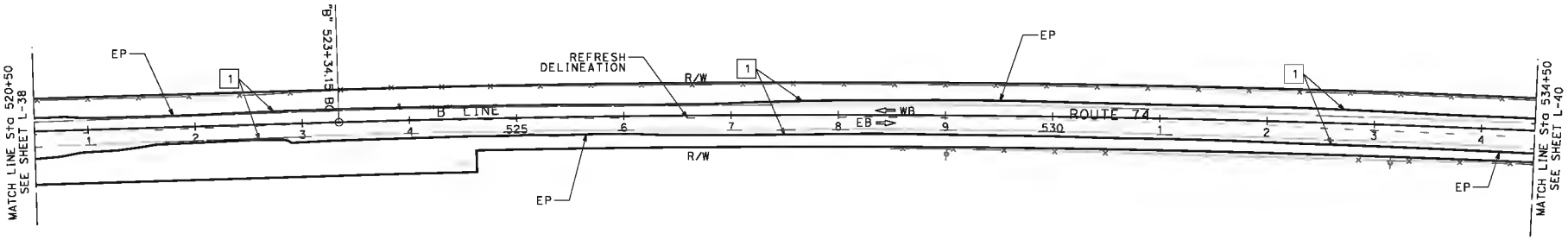

LAYOUT
SCALE: 1" = 50'

L-39

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans	JOSEPH LEE	MICHAEL ARDEHALLI		
DESIGN A		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 => ...\12190000720a039.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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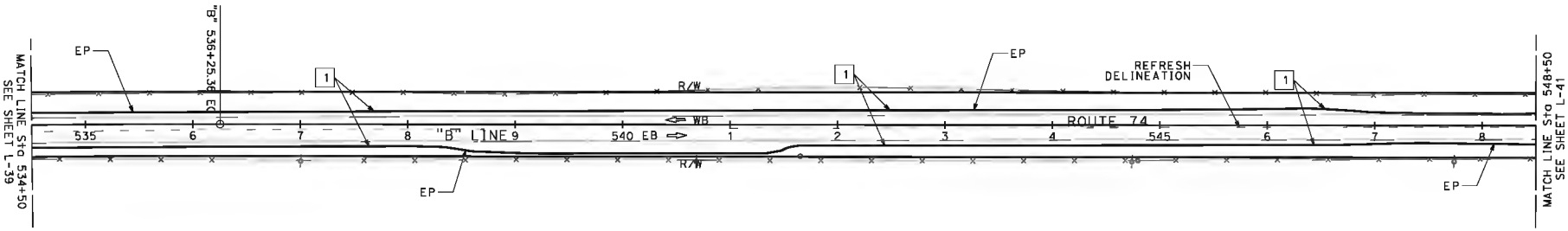
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-40

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 => 3:08:01 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => DGN FILE => ...\12190000720a040.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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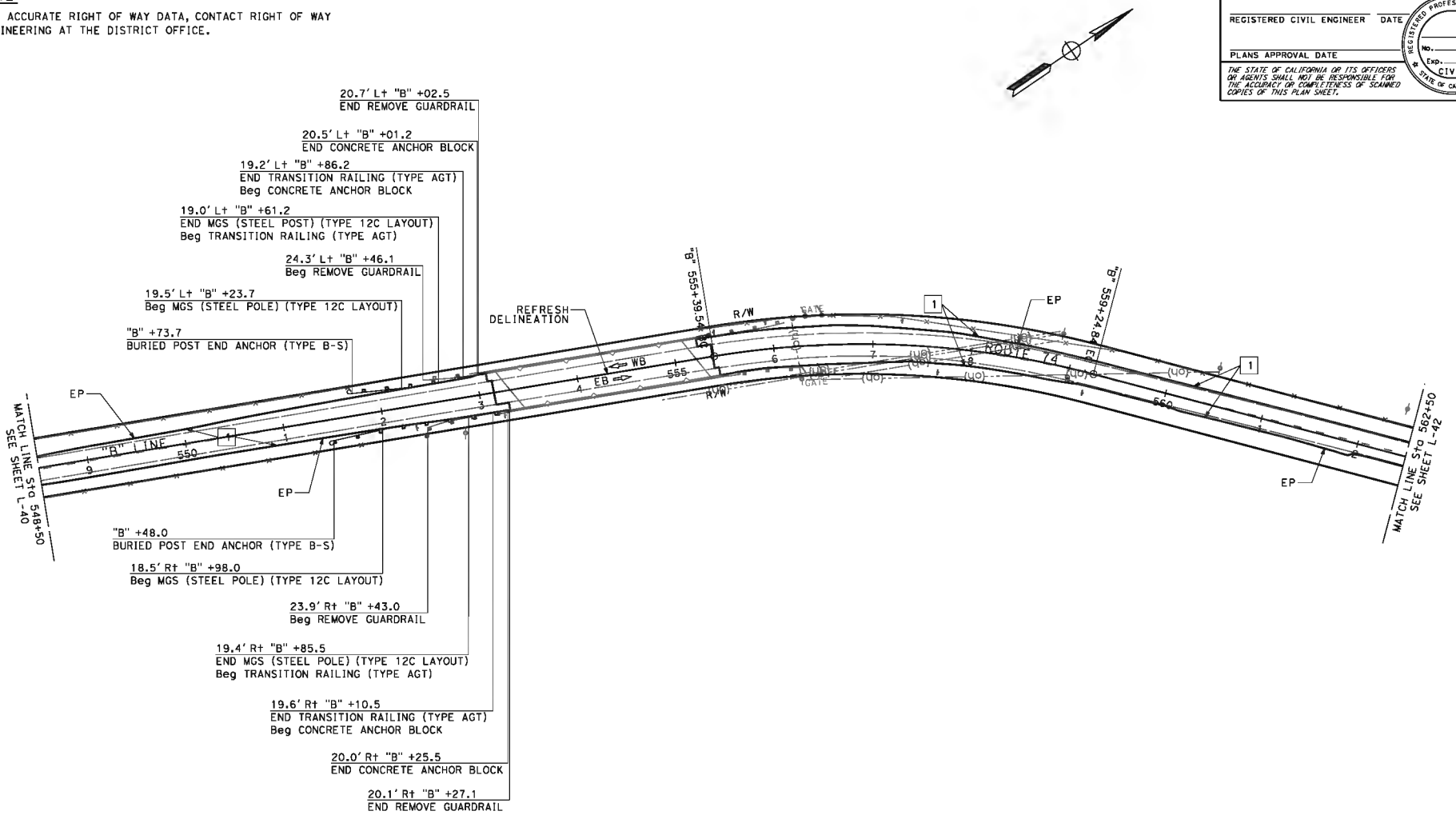
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-41

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 => 3:08:02 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a041.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:

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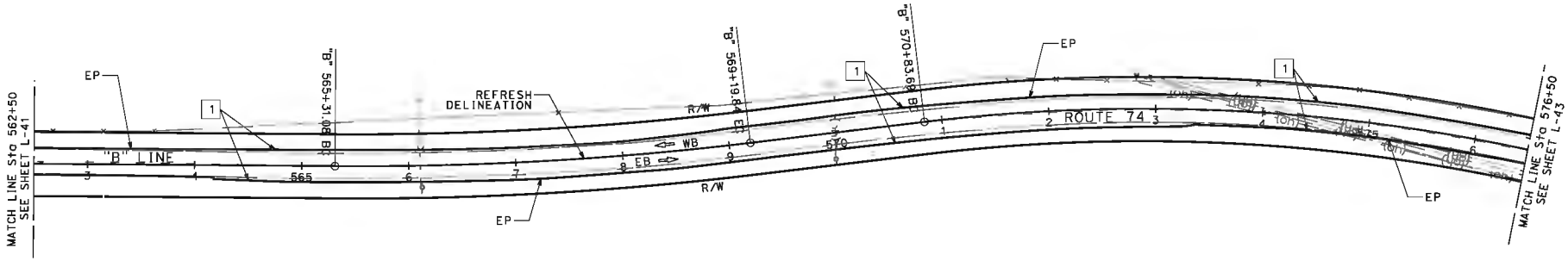

LAYOUT
SCALE: 1" = 50'

L-42

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans DESIGN A	JOSEPH LEE	CHECKED BY	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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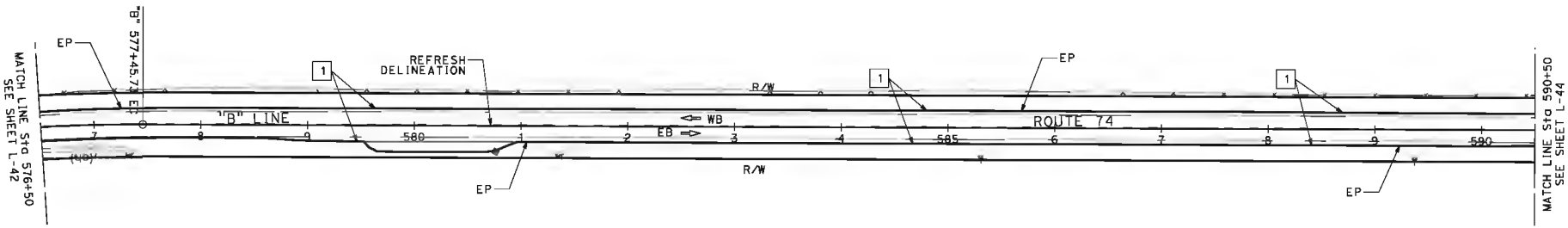
NOTE:

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
Caltrans 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 => ...\12190000720a043.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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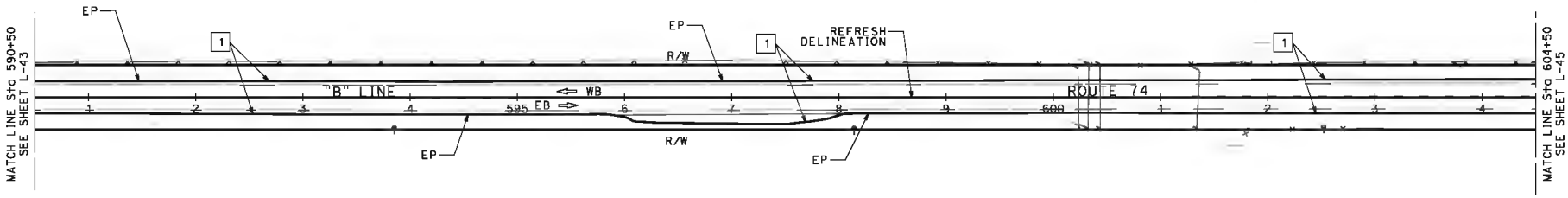

LAYOUT
SCALE: 1" = 50'

L-44

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 => 3:08:04 PM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\12190000720a044.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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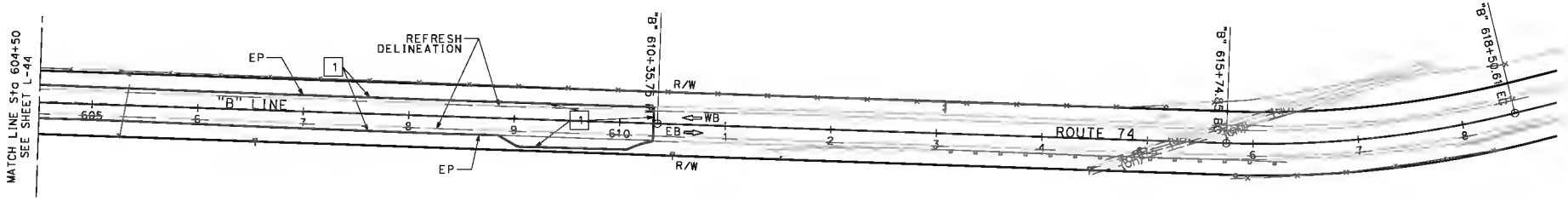


LAYOUT

SCALE: 1" = 50'

L-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 => ...\12190000720a045.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12190000720

NOTES:

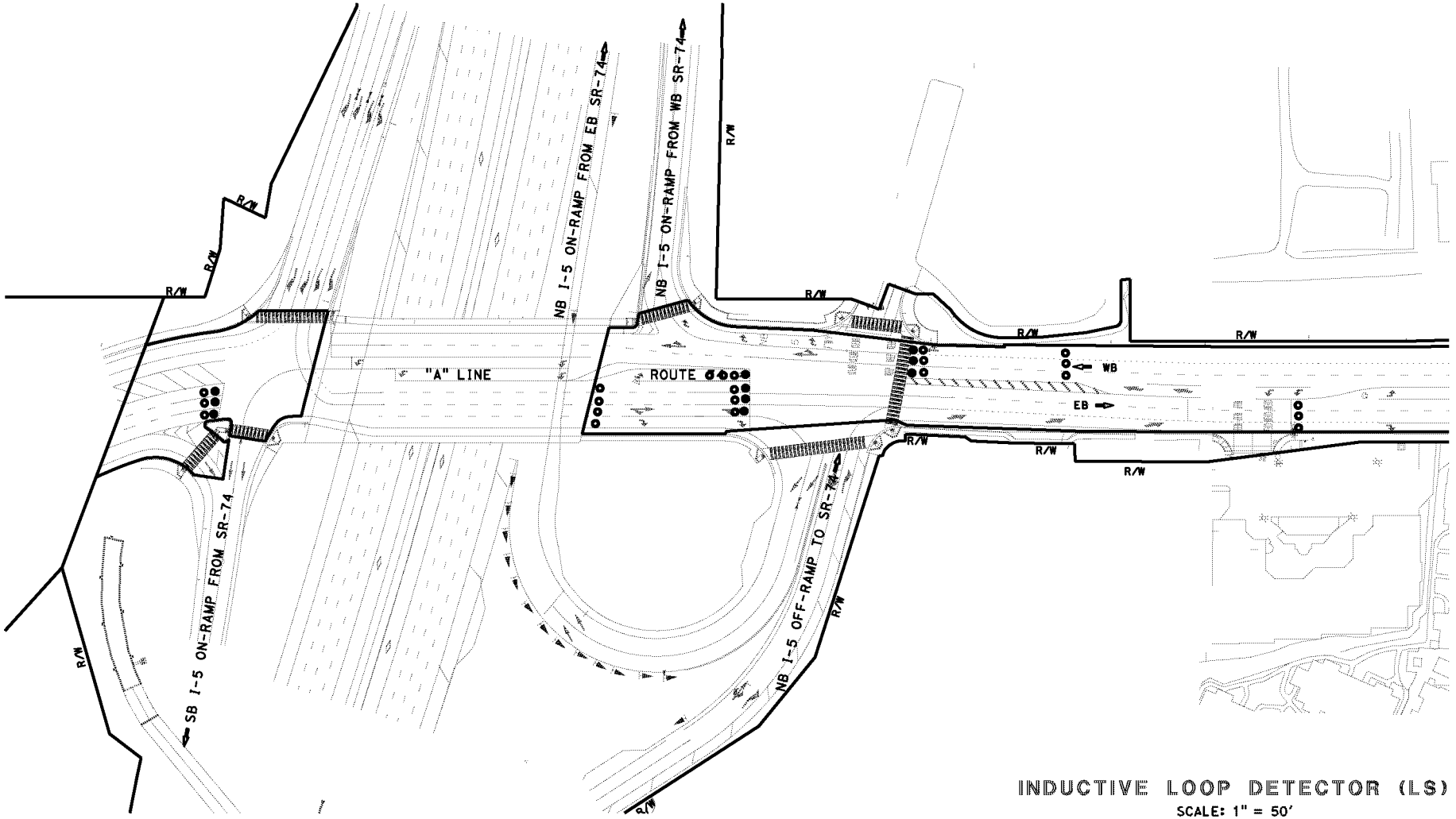
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. [AB] EXISTING DETECTORS LOOP WIRES WHERE NEW LOOPS ARE INSTALLED. INSTALL NEW CONDUIT STUB OUT.
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMENT 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 THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-1

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 = S3145606 | DGN FILE = S:12190000721ud001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09:09:08 TIME PLOTTED = 11812

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.

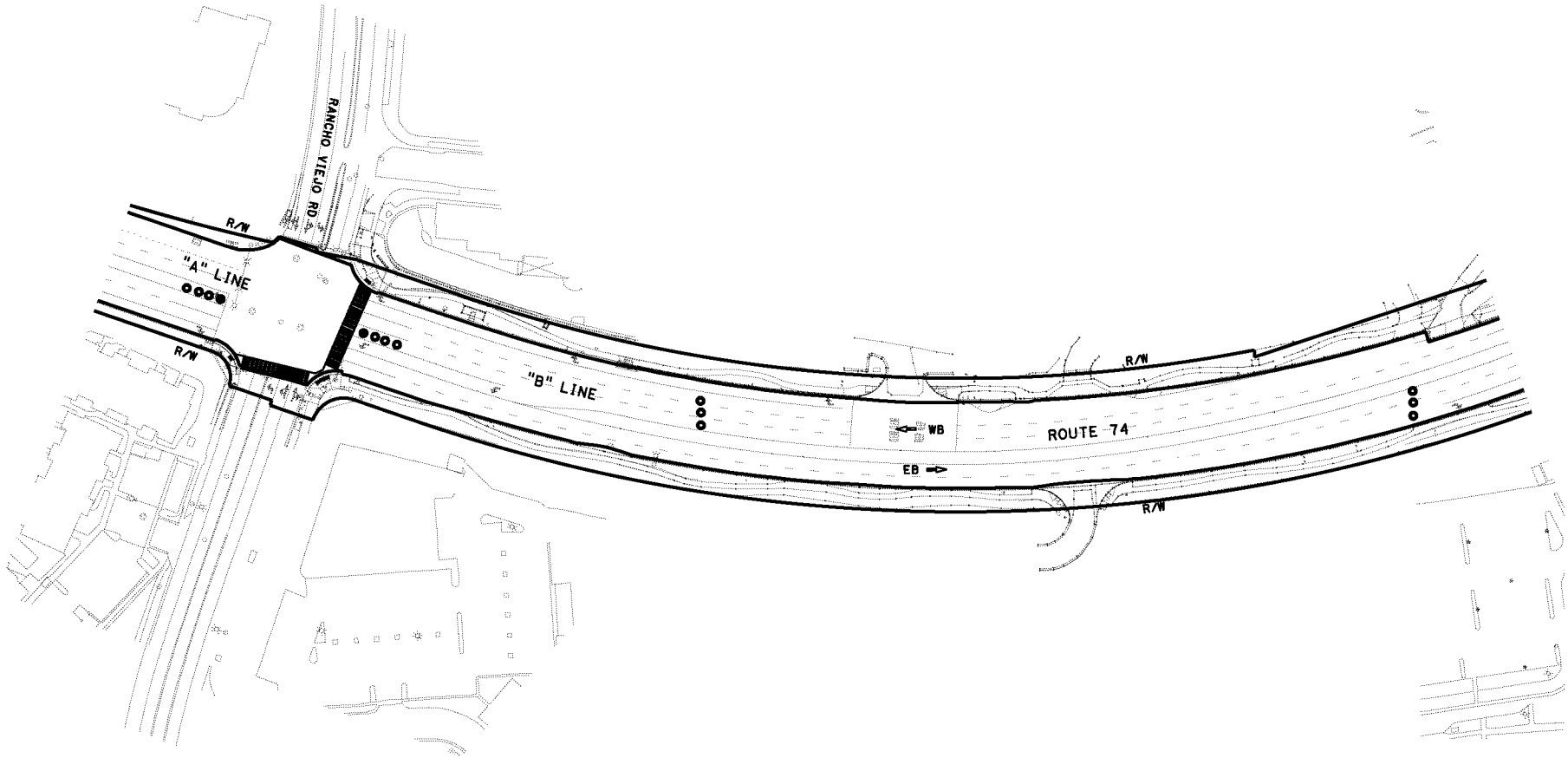
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	74	0.0/11.5		

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-2

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME =S4145606 | DGN FILE =S:\12190000721\ad002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED =23-SEP-2025
09:09:08 TIME PLOTTED =11812

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

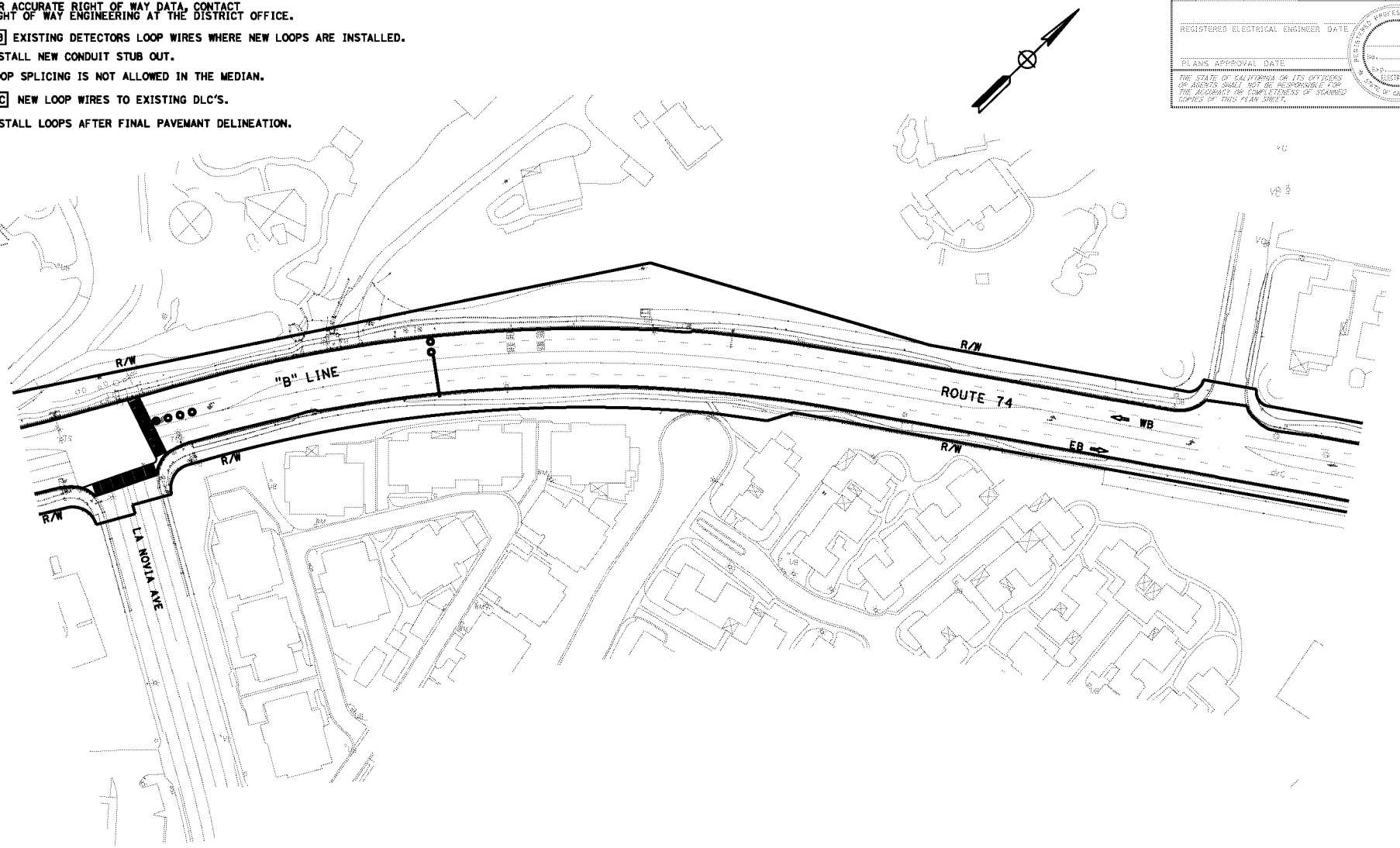
REGISTERED ELECTRICAL ENGINEER DATE

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.

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-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 = S3145606 | DGN FILE = S:\12190000721\ad003.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09-09-08 TIME PLOTTED = 11:12

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

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REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA

NOTES:

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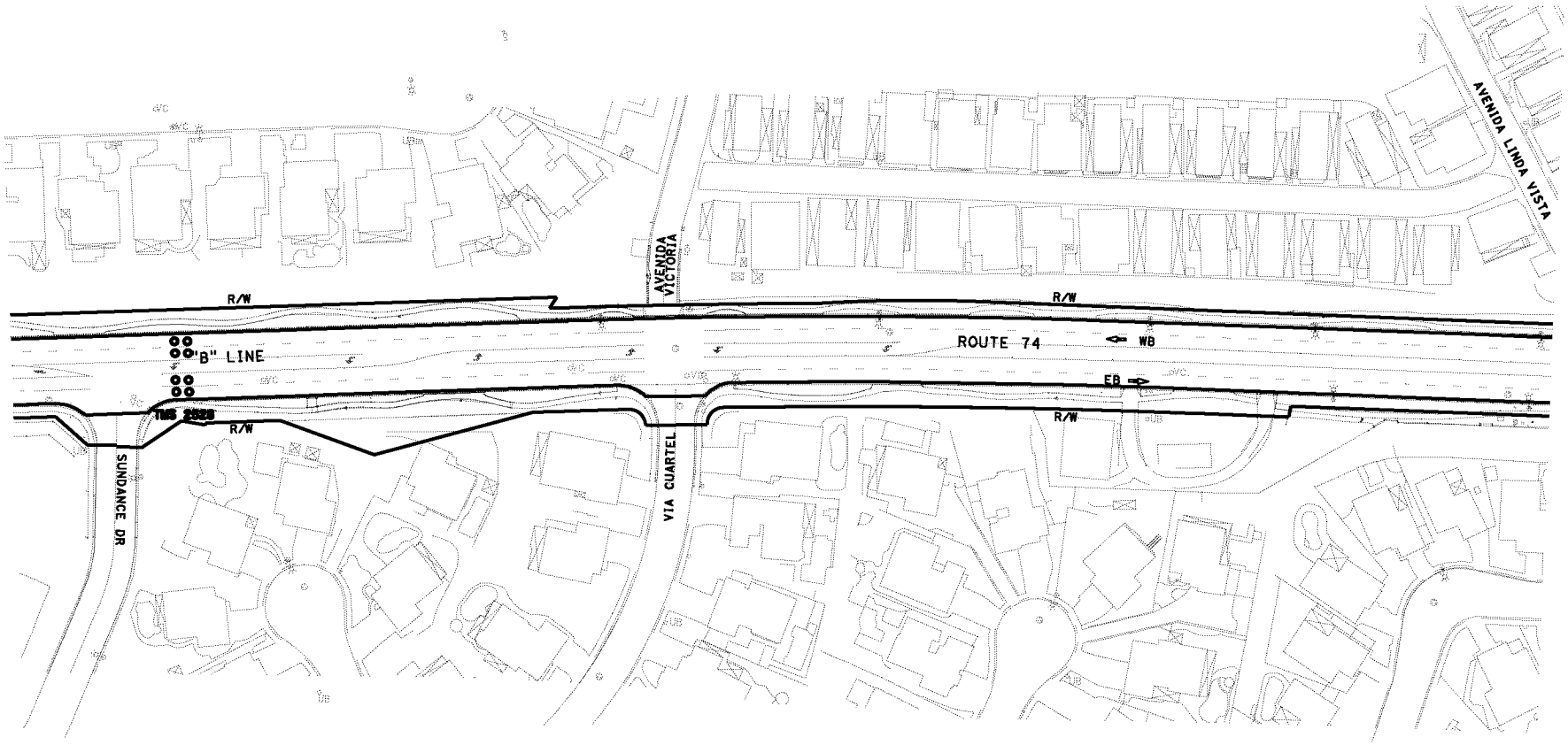
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-4

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 =S4145606 | DGN FILE =S:\12190000721\ad004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED =23-SEP-2025
09-09-08 TIME PLOTTED =11812

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

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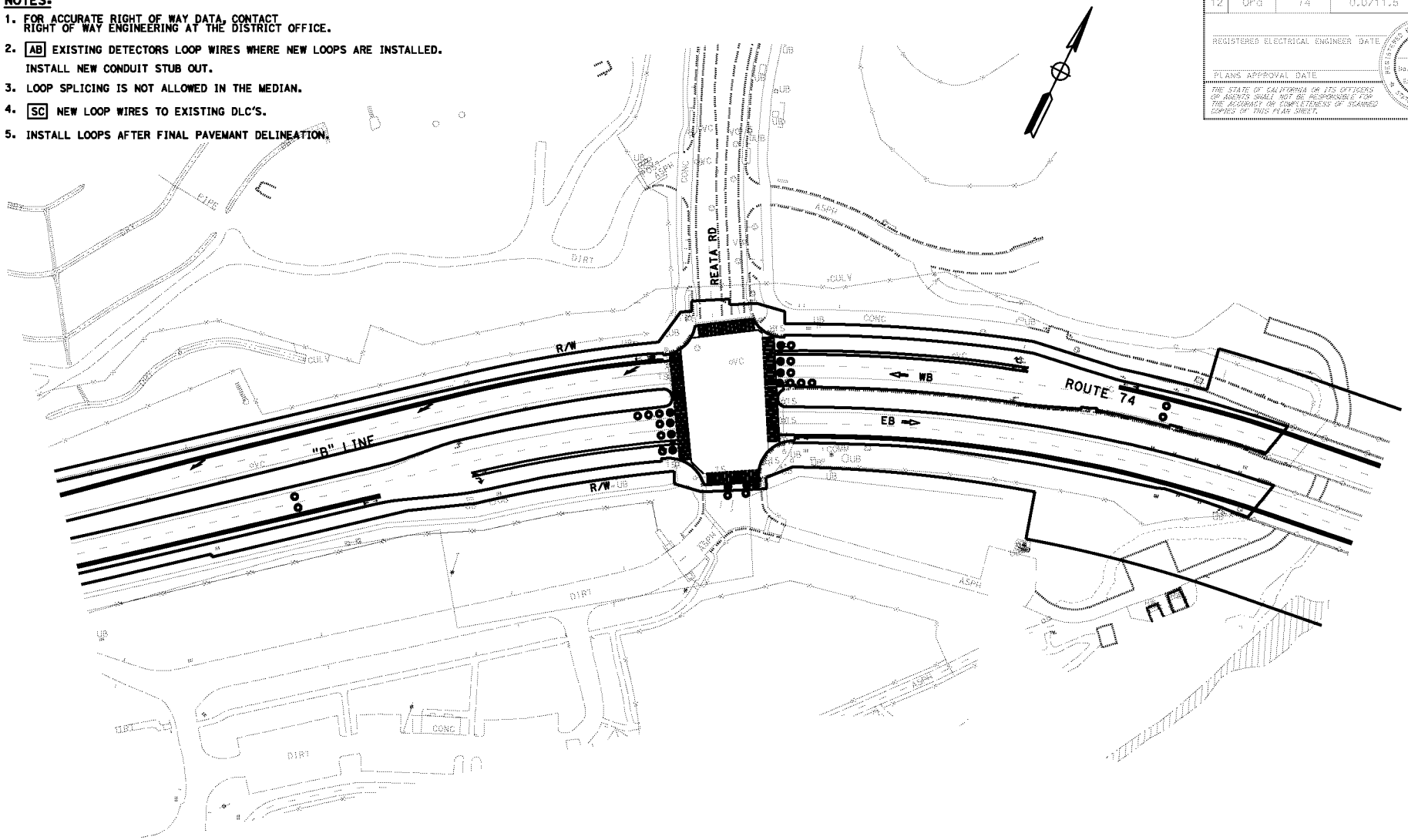
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. SC NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-5

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARD
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME =S4145606 | DGN FILE =S:\12190000721\ad005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED =23-SEP-2025
09:09:08 TIME PLOTTED =11812

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
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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.

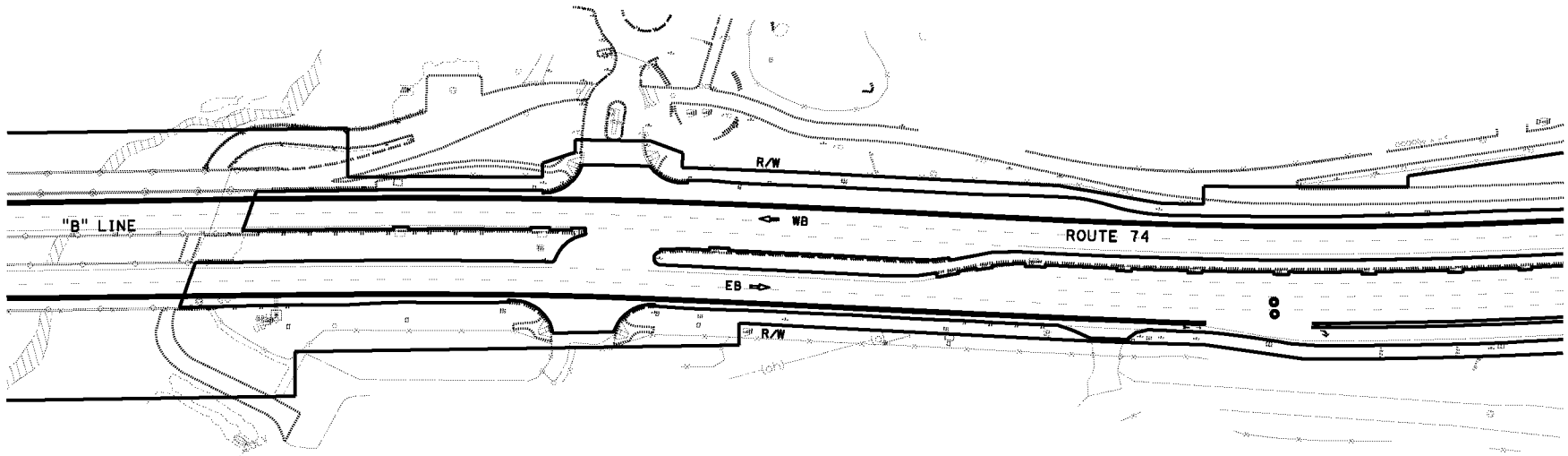
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	74	0.0/11.5		

REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-6

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 = s3145606 | DGN FILE = s12190000721ua006.dgn | RELATIVE BORDER SCALE IS IN INCHES (0 1 2 3) | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09:09:08 TIME PLOTTED = 11812

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. EXP. ELECTRICAL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
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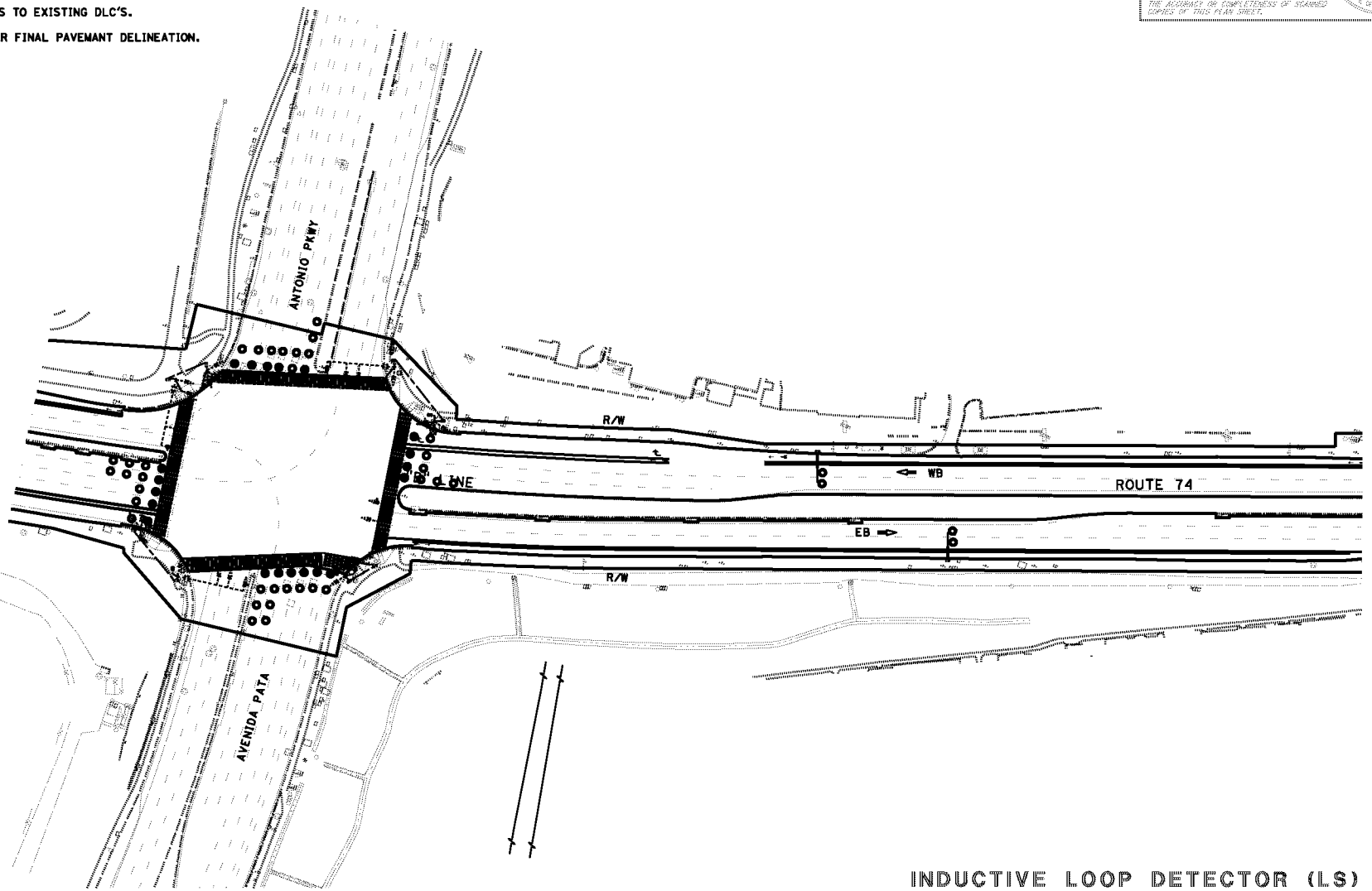
3. LOOP SPLICING IS NOT ALLOWED IN THE MEDIAN.
4. SC NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-7

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME =S3145606 | DGN FILE =S:\12190000721\ud007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST PLOTTED =23-SEP-2025 09:09:08 | TIME PLOTTED =11812

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

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REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA

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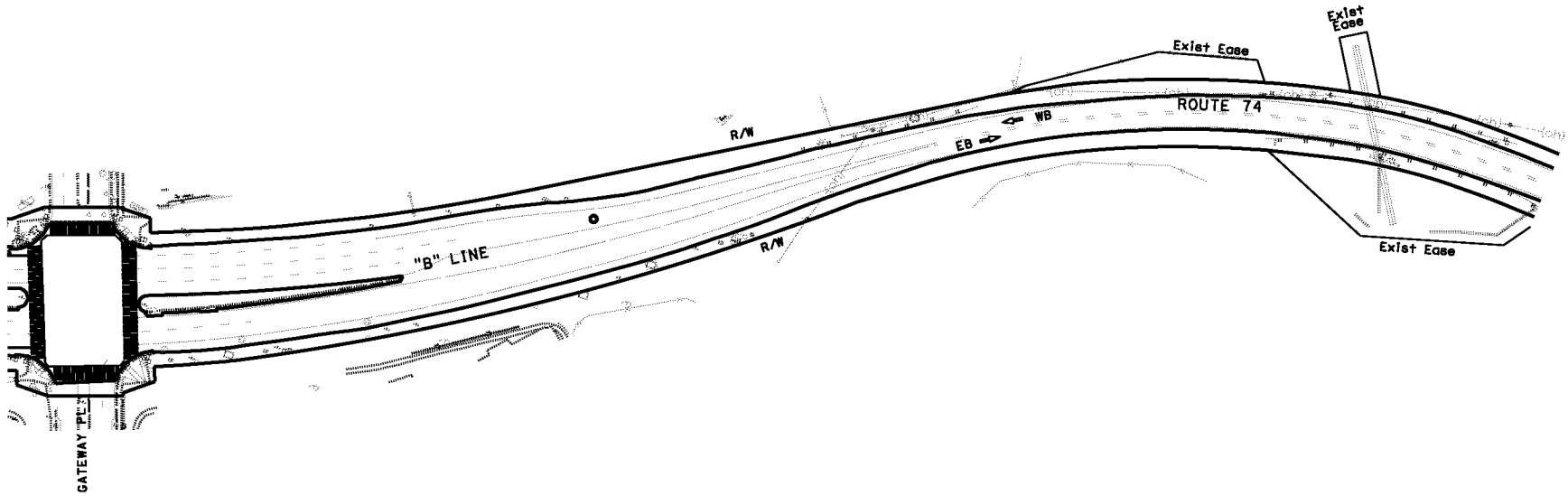
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-8

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARD
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = S3145606 | DGN FILE = S:\12190000721\ad008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09:09:08 TIME PLOTTED = 11812

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	74	0.0/11.5		

REGISTERED ELECTRICAL ENGINEER DATE

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REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA

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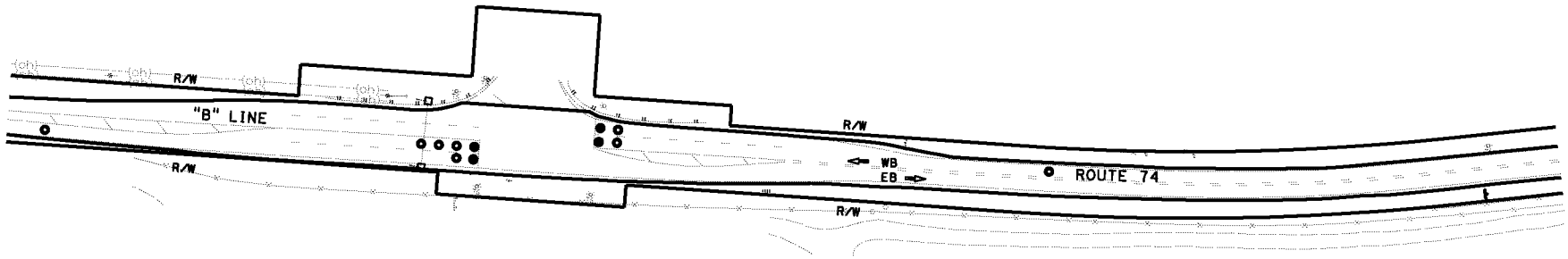
4. SC NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-9

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = b4145606 | DGN FILE = b12190000721ua009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST PLOTTED = 23-SEP-2025 09:08:08

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

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REGISTERED PROFESSIONAL ENGINEER — ELECTRICAL — STATE OF CALIFORNIA

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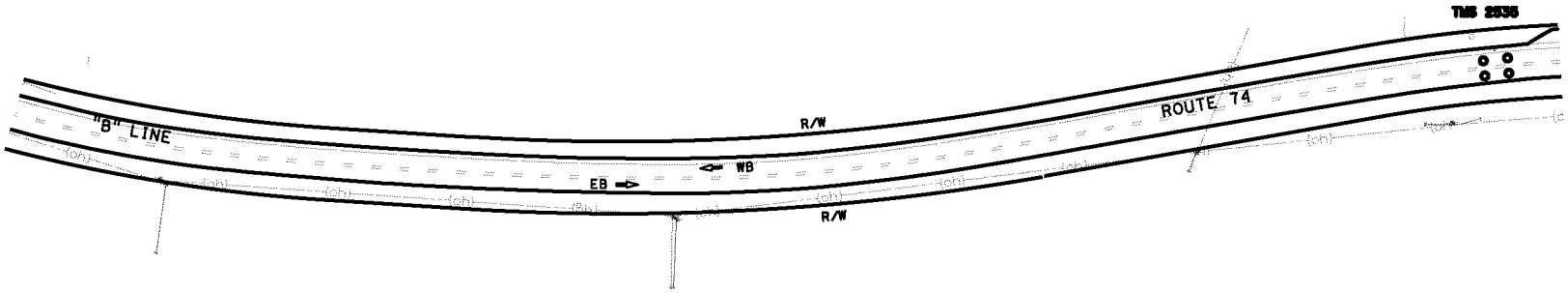
4. [SC] NEW LOOP WIRES TO EXISTING DLC'S.
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-10

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME =S4145606 | DGN FILE =S:12190000721ad10.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED =23-SEP-2025
09:09:08 TIME PLOTTED =11812

NOTES:

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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

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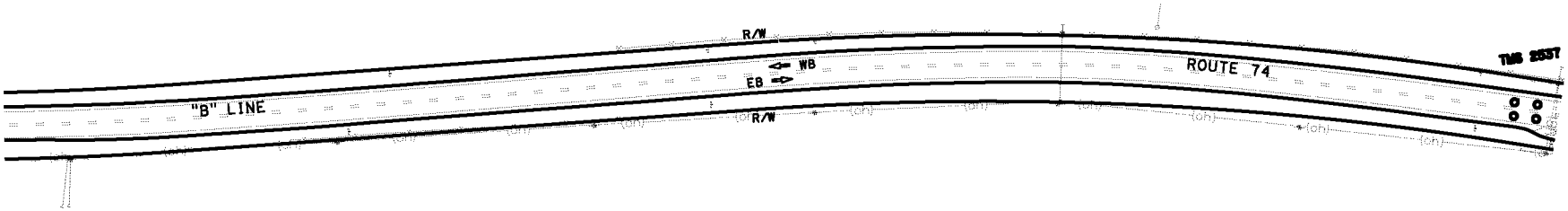

INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-11

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 = S3145606 | DGN FILE = S:\12190000721\ad\e11.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09-09-08 TIME PLOTTED = 11:12

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

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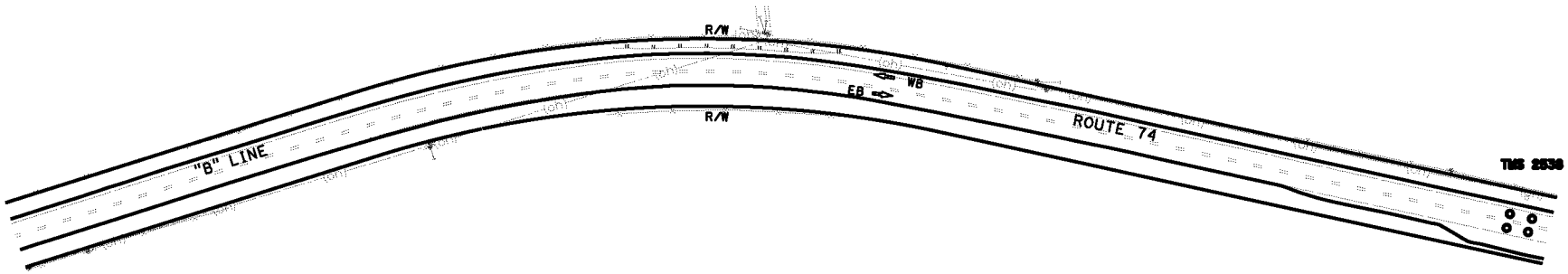
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-12

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
MERVIN FULLENWIDER
FUNCTIONAL SUPERVISOR
MOHAMAD HEYARI
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME =S:\e145606 | DGN FILE =S:\12190000721\ad\e12.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED =23-SEP-2025
09:09:08 TIME PLOTTED =11812

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

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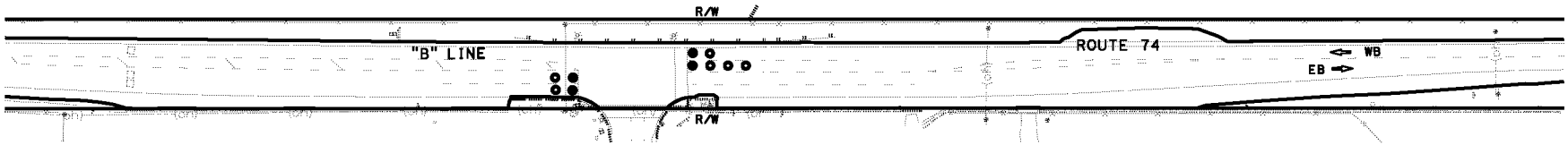
5. INSTALL LOOPS AFTER FINAL PAVEMANT DELINEATION.



INDUCTIVE LOOP DETECTOR (LS)

SCALE: 1" = 50'

E-13

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ELECTRICAL DESIGN
FUNCTIONAL SUPERVISOR: MERVYN FULLENWIDER
CALCULATED-DESIGNED BY: MOHAMAD HEYARI
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = S3145606 | DGN FILE = S:\12190000721\ad\13.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3024 | PROJECT NUMBER & PHASE 12190000721

LAST REVISED DATE PLOTTED = 23-SEP-2025
09:09:08 TIME PLOTTED = 11812

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	74	0.0/11.5		

REGISTERED ELECTRICAL ENGINEER DATE

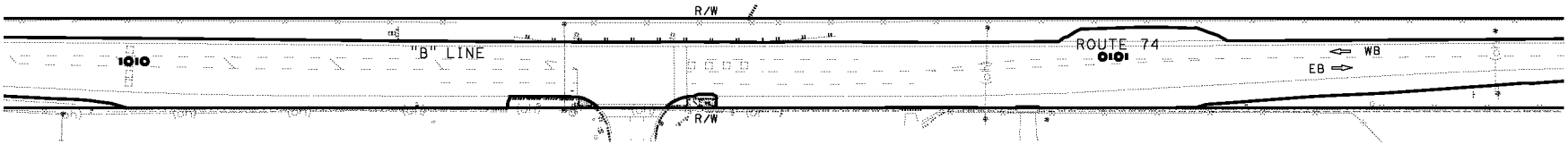
PLANS APPROVAL DATE

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 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	MERVYN FULLENWIDER	MOHAMAD HEYARI		
		FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	DATE REVISED

REVISED BY

BORDER LAST REVISED 7/2/2010

USERNAME => s145408
DGN FILE => 12190000721ds014.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3024

PROJECT NUMBER & PHASE 12190000721

LAST REVISION DATE PLOTTED => 1-OCT-2025
09-09-08 TIME PLOTTED => 10:52

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

REGISTERED ELECTRICAL ENGINEER DATE

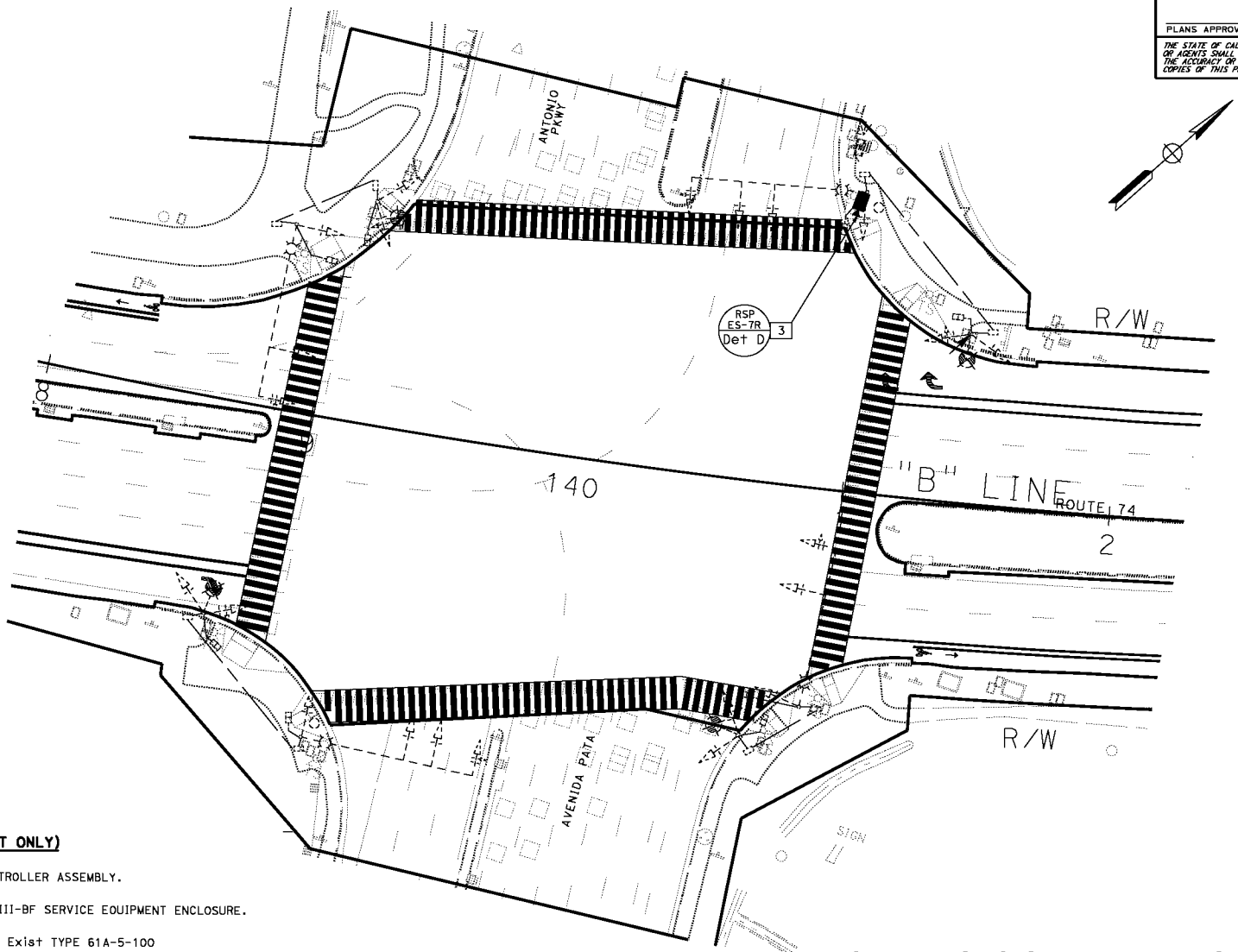
PLANS APPROVAL DATE

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'

E-15

APPROVED FOR ELECTRICAL WORK ONLY

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 => 12190000721ua015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3024

PROJECT NUMBER & PHASE 12190000721

Appendix G – USFWS Species List

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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.

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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 Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8080	Endangered

Birds

NAME	STATUS
California Least Tern Sternula antillarum browni Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
California Spotted Owl Strix occidentalis occidentalis No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7266	Proposed Endangered
Coastal California Gnatcatcher Polioptila californica californica Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo Vireo bellii pusillus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher Empidonax traillii extimus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

Reptiles

NOT FOR CONSULTATION

NAME	STATUS
Southwestern Pond Turtle Actinemys pallida Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

Amphibians

NAME	STATUS
Arroyo (=arroyo Southwestern) Toad Anaxyrus californicus Wherever found There is **final** critical habitat for this species. Your location overlaps the critical habitat. https://ecos.fws.gov/ecp/species/3762	Endangered
Western Spadefoot Spea hammondii No critical habitat has been designated for this species.	Proposed Threatened

Fishes

NAME	STATUS
Tidewater Goby Eucyclogobius newberryi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Quino Checkerspot Butterfly Euphydryas editha quino (=E. e. wrighti) Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5900	Endangered

NOT FOR CONSULTATION

Crustaceans

NAME	STATUS
Riverside Fairy Shrimp Streptocephalus woottoni Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8148	Endangered
San Diego Fairy Shrimp Branchinecta sandiegonensis Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6945	Endangered

Flowering Plants

NAME	STATUS
Nevin's Barberry Berberis nevinii Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8025	Endangered
Thread-leaved Brodiaea Brodiaea filifolia Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. 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 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.

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NOT FOR CONSULTATION

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.

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Survey Timeframe
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NOT FOR CONSULTATION

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.

NOT FOR CONSULTATION

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* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8080	Endangered

BIRDS

NAME	STATUS
California Least Tern *Sternula antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
California Spotted Owl *Strix occidentalis occidentalis* Population: Coastal-Southern California No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7266	Proposed Endangered
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Arroyo (=arroyo Southwestern) Toad *Anaxyrus californicus* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3762	Endangered
Western Spadefoot *Spea hammondii* Population: Southern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

FISHES

NAME	STATUS
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Quino Checkerspot Butterfly *Euphydryas editha quino (=E. e. wrighti)* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5900	Endangered

CRUSTACEANS

NAME	STATUS
Riverside Fairy Shrimp *Streptocephalus woottoni* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148	Endangered
San Diego Fairy Shrimp *Branchinecta sandiegonensis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6945	Endangered

FLOWERING PLANTS

NAME	STATUS
Nevin's Barberry *Berberis nevinii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8025	Endangered
Thread-leaved Brodiaea *Brodiaea filifolia* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. 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* 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 Santa Ana speckled dace	AFCJB3705K	Proposed Threatened	None	G5T1	S1	SSC
Salvadora hexalepis virgultea coast patch-nosed snake	ARADB30033	None	None	G5T4	S3	SSC
Scutellaria bolanderi ssp. austromontana southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
Senecio aphanactis chaparral ragwort	PDAST8H060	None	None	G3	S2	1B.2
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3	SSC
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Coastal Salt Marsh Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Dune Scrub Southern Dune Scrub	CTT21330CA	None	None	G1	S1.1	
Southern Foredunes Southern Foredunes	CTT21230CA	None	None	G2	S2.1	
Southern Mixed Riparian Forest Southern Mixed Riparian Forest	CTT61340CA	None	None	G2	S2.1	
Southern Riparian Scrub Southern Riparian Scrub	CTT63300CA	None	None	G3	S3.2	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Streptocephalus woottoni Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S2	
Suaeda esteroa estuary seablite	PDCHE0P0D0	None	None	G3	S2	1B.2
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Taricha torosa Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Tetracoccus dioicus 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

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

95 matches found. Click on scientific name for details

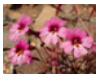
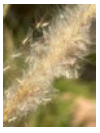
Search Criteria: , Quad is one of [**3311766:3311765:3311764:3311754:3311755:3311756:3311746:3311745:3311744**]

▲ 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

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

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

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

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

Go to top

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

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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.

Appendix I – Required Consultation/Concurrence Documentation

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State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 23, 2026

VIA EMAIL In reply refer to: FHWA-CATRA_2026_0126_001

Julia Prince-Buitenhuys, Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
P.O. Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the SR-74 Multi-Asset Project, Orange County, SR 74, California (EA 12-0R990)

Dear Ms. Prince-Buitenhuys:

The State Historic Preservation Officer (SHPO) is in receipt of a consultation letter dated January 24, 2026, and received on January 26, 2026, from the California Department of Transportation (Caltrans) for the above referenced undertaking. Caltrans, as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the SHPO to comply with the 2024 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) and the 2024 *Memorandum of Understanding Between the California Department of Transportation and the State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-29-92* (PRC 5024 MOU). Caltrans has reached a finding of No Adverse Effect for the undertaking and is consulting with the SHPO pursuant to Stipulation X.B.2 of the 106 PA.

Caltrans proposes to overlay asphalt concrete, upgrade existing drainage systems and traffic census stations, add curve warning signs, upgrade existing metal-beam guardrail to metal guardrail system, upgrade ladder crosswalks, add 2-foot buffer between the existing general-purpose lane and Class II bike lane, and add Class II bike lane symbols.

Along with its letter, Caltrans has provided a Historic Property Survey Report (HPSR) that includes an Archaeological Survey Report (ASR), the Area of Potential Effects (APE), a Finding of Effect (FOE) Document, Consultation Logs, an Environmentally

Sensitive Area (ESA) Action Plan/ Post-Review Discovery and Monitoring Plan (PRDMP), and a Historic Properties Monitoring Plan (HPMP) for SHPO review.

As a result of its efforts to identify historic properties, which included tribal consultation, record searches, and a pedestrian survey, Caltrans identified 9 historic properties within the APE:

Name	Description	Eligibility
P-30-000026 (CA-ORA-26)	Precontact habitation site	Considered eligible VIII.C.4, Criterion D
P-30-000027 (CA-ORA-27)	Precontact habitation site	Considered eligible VIII.C.4, Criterion D
P-30-000533 (CA-ORA-533)	Precontact milling site	Considered eligible VIII.C.4, Criterion D
P-30-000535 (CA-ORA-535)	Precontact lithic scatter	Considered eligible VIII.C.4, Criterion D
P-30-000656 (CA-ORA-656)	Precontact habitation site	Considered eligible VIII.C.4, Criterion D
P-30-001102 (CA-ORA-1102)	Precontact plant processing site	Considered eligible VIII.C.4, Criterion D
P-30-001103 (CA-ORA-1103)	Precontact resource processing/hunting site	Considered eligible VIII.C.4, Criterion D
Harrison House (P-30-160089)	27832 Ortega Highway, western parcel half	NRHP Listed, Criteria A and C
Miguel Parra Adobe (P-30-160090)	27832 Ortega Highway, eastern parcel half	NRHP Listed, Criterion C

Caltrans has applied the criteria of adverse effect and determined that the undertaking will not adversely affect historic properties in the APE. The archaeological historic properties shall be protected through the enforcement of ESAs and Environmental Monitoring Areas (EMAs). The proposed work adjacent to the Harrison House and Miguel Parra Adobe properties shall not diminish the integrity of the properties. Caltrans plans to conduct vibration monitoring for the two built environment properties to ensure work does not exceed vibration thresholds.

Therefore, Caltrans has determined that a finding of no adverse effect is appropriate for the undertaking and is consulting with the SHPO pursuant to Stipulation X.B.2 of the 106 PA.

Caltrans is also notifying the SHPO that Caltrans intends to make a *de minimis* finding for Section 4(f) use of the built-environment historic properties in the APE based on the SHPO's concurrence with the No Adverse Effect finding, pursuant to Section 6009(a) of

SAFETEA-LU and Caltrans' May 2014 side letter agreement.

Following review of the submittal, **I do not object** to Caltrans' finding of no adverse effect, and I have no further comments.

If you require further information, please contact Robert Fitzgerald, Associate State Archaeologist, at Robert.Fitzgerald@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

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Appendix J – National Environmental Policy Act Categorical Exclusion

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CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 04/2021)

Project Information

Project Name (if applicable): SR-74 Multi Asset Project

DIST-CO-RTE: 12-ORA-74 **PM/PM:** 0.0/11.5

EA: 0R990 **Project Number:** 1219000072

Project Description

See next page.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☒ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class 15304 (b).** (PRC 21084; 14 CCR 15300 et seq.)

☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

NA		
Print Name	Signature	Date

Project Manager

NA		
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(27)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Smita Deshpande	Smita Deshpande	March 6, 2026
Print Name	Signature	Date

Project Manager/ DLA Engineer

Zuhair Takriti	Zuhair Takriti	March 7, 2026
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): January 2026
Date of Environmental Commitment Record or equivalent: January 2026

Continuation sheet:

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.

Description of work

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.

Considerations:

Caltrans has studied the effects this project may have on the environment, and no significant environmental consequences are anticipated with the proposed project. Any environmental impacts resulting from the project will be mitigated, avoided, or minimized from proposed measures and project features provided in the attached Environmental Commitments Record (ECR); therefore, no significant environmental consequences are anticipated with the proposed project.

Attachments: Environmental Commitment Record (as part of the Initial Study).

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