GRASS VALLEY WILDFIRE
EVACUATION ROUTE PROJECT

INITIAL STUDY

with Proposed Mitigated Negative Declaration



NEVADA COUNTY, CALIFORNIA

DISTRICT 3 – NEV – 49 – Post Miles 2.10 to 9.80

EA 03-4J110 / EFIS 0323000087

Prepared by the
State of California Department of Transportation

December 2025



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Mitigated Negative Declaration (IS/MND) which examines the potential environmental impacts of the Grass Valley Wildfire Evacuation Route Project on State Route 49 in Nevada County, California.

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

What you should do:

- Please read this document.
- Participate in a public meeting held on January 7, 2025, at 6:00 p.m. at:
    - Rood Center, Board of Supervisors' Chamber
      950 Maidu Avenue, Nevada City CA 95959
- Additional copies of this document are available for review at:
    - Grass Valley Library – Royce Branch
      207 Mill Street, Grass Valley CA 95945
    - Bear River Library
      11010 Combie Road, Auburn CA 95602
    - California Department of Transportation
      703 B Street, Marysville CA 95901
- With advance notice for access by calling (530) 265-3202, a physical copy is also available for review at:
    - Nevada County Transportation Commission
      101 Providence Mine Road, Suite 102, Nevada City CA 95959
- The document can be viewed digitally via Caltrans weblink:
  https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-nevada-county

- Please send comments via U.S. mail to:

  California Department of Transportation
  North Region Environmental–District 3
  Attention: M5 Environmental Branch Chief
  703 B Street, Marysville, CA 95901

- Send comments via e-mail to: GV_Wildfire_Evacuation_Route@dot.ca.gov
- Be sure to send comments by the deadline: January 12, 2025

What happens after this?

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

Alternate Formats

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attention: Jeremy Linder Public Information Officer, North Region Environmental-District 3, 703 B Street, Marysville, CA 95501; (530) 701-5209 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

GRASS VALLEY WILDFIRE
EVACUATION ROUTE PROJECT

Widen the existing shoulders and provide a two-way left turn lane to enhance traffic flow on the State Route 49 corridor between Wolf Road/Combie Road at Post Mile 2.10 to Ponderosa Pines and Post Mile 9.80 south of Grass Valley

INITIAL STUDY

with Proposed Mitigated Negative Declaration

Submitted Pursuant to:

State: Division 13, California Public Resources Code

Federal: 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA

Department of Transportation

Cooperating Agency: Nevada County Transportation Commission

Responsible Agencies: California Transportation Commission and California Department of Fish and Wildlife

Erin Dwyer

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

11/20/2025

Date

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

Erin Damm, M5 Branch Chief
703 B Street
Marysville, CA 95901
(530) 812-4371 or use the California Relay Service TTY number 711 or 1-800-735-2922



PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

State Clearinghouse Number: (Pending)

Project Description

The California Department of Transportation (Caltrans) proposes the Grass Valley Wildfire Evacuation Route Project on State Route (SR) 49 between Post Miles 2.10 and 9.80 in Nevada County, California. The project proposes to extend shoulders, provide a continuous two-way left turn lane (TWLTL), realign the roadway, extend/replace drainage systems, extend existing bridges, construct retaining walls, replace/relocate lighting, replace/relocate signage, replace/relocate existing Transportation Management Systems, install new Transportation Management Systems, replace nonstandard guardrails that do not meet current Manual for Assessing Safety Hardware (MASH) standards, and provide concrete vegetation control under guardrails.

Draft Determination

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

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would have *No Impact* on the following CEQA Checklist topics:

- Agriculture and Forest Resources
- Cultural Resources
- Geology and Soils
- Land Use and Planning
- Mineral Resources

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

The proposed project would have *Less than Significant Impacts* to the following CEQA Checklist topics:

- Aesthetics
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Utilities and Service Systems
- Mandatory Findings of Significance

With the following mitigation measures incorporated, the project would have *Less than Significant Impacts* to Biological Resources:

- Temporary and permanent impacts to Goodding's Willow–Red Willow Riparian Woodland and Forest would be minimized with implementation of the Standard Measures and Best Management Practices outlined in Section 1.7. In addition, Caltrans would compensate for permanent project impacts to this sensitive natural community in accordance with permitting requirements set forth by the California Department of Fish and Wildlife (CDFW). Final permit-driven mitigation ratios would be determined by CDFW during the permitting process to fully mitigate project impacts and account for any temporal loss of habitat function.

- Temporary and permanent impacts to jurisdictional wetlands and other waters would be minimized with implementation of the Standard Measures and Best Management Practices outlined in Section 1.7. In addition, Caltrans would compensate for permanent project impacts on aquatic resources in accordance with permitting requirements set forth by the United State Army Corps of Engineers (USACE), the Central Valley Regional Water Quality Control Board (CVRWQCB) and CDFW. Final permit-driven mitigation ratios would be determined by USACE, CVRWQCB and CDFW during the permitting process to fully mitigate project impacts and account for any temporal loss of function.

Erin Dwyer 11/20/2025

Erin Dwyer, Office Chief Date
North Region Environmental–District 3
California Department of Transportation



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ACRONYMS AND ABBREVIATED TERMS

Acronym/Abbreviation	Description
AB	Assembly Bill
ADL	Aerially Deposited Lead
AR	Aesthetic Resources
AT&T	American Telephone and Telegraph
AVC	Automatic Vehicle Classification
AVE	Area of Visual Effect
AWE	Area West Environmental, Inc.
BC	Black Carbon
BMPs	Best Management Practices
BR	Biological Resource
BSA	Biological Study Area
ºC	degrees Celsius
CAA	Clean Air Act
CaCode	California Community Code
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Integrated Waste Management Board
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CCTV	Closed Circuit Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation & Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH	Critical Habitat
CH_4	methane
CIA	Cumulative Impact Analysis
CIPP	Cured In Place Pipe

Acronym/Abbreviation	Description
CMS	Changeable Message Sign
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPR	Code of Public Regulations
CRPR	California Rare Plant Rank
CSB	Contractor Supplied Biologist
CSP	Corrugated Steel Pipe
CTC	California Transportation Commission
CTP	California Transportation Plan
CVIN	Central Valley Independent Network
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CWPP	Community Wildfire Protection Plan
DBH	Diameter-at-Breast Height
DP	Director's Policy
DSA(s)	Disturbed Soil Area(s)
DTSC	California Department of Toxic Substances Control
ECL	Environmental Construction Liaison
ECR	Environmental Commitments Record
EIR	Environmental Impact Report
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
ºF	degrees Fahrenheit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FP	Fully Protected
FR	Federal Register
GDP	Gross Domestic Product
GHG(s)	greenhouse gas(ses)
GWP	Global Warming Potential

Acronym/Abbreviation	Description
H&SC	Health & Safety Code
HFCs	hydrofluorocarbons
HW	Hazardous Waste
IPaC	Information for Planning and Consultation (USFWS)
IS	Initial Study
ISA	Initial Site Assessment
IS/MND	Initial Study / Mitigated Negative Declaration
kWh	kilowatt hour
LSAA	Lake and Streambed Alteration Agreement (CDFW)
MASH	Manual for Assessing Safety Hardware
MBGR	Metal Beam Guardrail
MBTA	Migratory Bird Treaty Act
MCAB	Mountain Counties Air Board
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMT	million metric tons
MND	Mitigated Negative Declaration
MPO(s)	Metropolitan Planning Organization(s)
MS4	Municipal Separate Storm Sewer System
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MVP	Maintenance Vehicle Pullout
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NB	Northbound
NCTC	Nevada County Transportation Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic and Safety Administration
NID	Nevada Irrigation District
NMFS	National Marine Fisheries Service
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOX	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWPT	northwestern pond turtle
O_3	ozone

Acronym/Abbreviation	Description
OHWM	Ordinary High Water Mark
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Act
PDT	Project Development Team
PFCs	perfluorochemicals
PG&E	Pacific Gas and Electric
PLACs	Permits, Licenses, Agreements, and Certifications
PM2.5	Particulate Matter 2.5 microns in Diameter
PM10	Particulate Matter 10 microns in Diameter
PM(s)	Post Mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	Grass Valley Wildfire Evacuation Route Project
PRC	(California) Public Resources Code
RCP	Reinforced Concrete Pipe
RCP	Representative Concentration Pathways 8.5 Emissions Scenario
RCRA	Resource Conservation and Recovery Act
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SB	Southbound
SER	Standard Environmental Reference
SF_6	sulfur hexafluoride
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SHS	State Highway System
SI	Site Investigation
SLR	Sea Level Rise
SNC(s)	Sensitive Natural Community(ies)
SO_2	sulfur dioxide
SPCC Plan	Spill Prevention Control, and Countermeasures Plan
SR	State Route
SRA	State Responsibility Area
SS	Standard Specification
SSC	Species of Special Concern
SSP	Standard Special Provisions
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TBMP	Temporary Best Management Practice

Acronym/Abbreviation	Description
TCE(s)	Temporary Construction Easement(s)
THVF	Temporary High Visibility Fencing
TMA(s)	Transportation Management Association(s)
TMDL(s)	Total Maximum Daily Load(s)
TMP	Transportation Management Plan
TMS	Transportation Management Systems
TSCA	Toxic Substances Control Act
TWLTL	Two-Way Left Turn Lane
TWW	Treated Wood Waste
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WOTUS	Waters of the U.S.
WPCP	Water Pollution Control Program



CHAPTER 1. PROPOSED PROJECT

1.1 Introduction/Project History

Since 2007, the California Department of Transportation (Caltrans) has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California that are funded or otherwise approved by the Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

Caltrans, as assigned by the FHWA, is the lead agency under NEPA. A separate NEPA document will be prepared. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans, in cooperation with the Nevada County Transportation Commission, proposes the Grass Valley Wildfire Evacuation Route Project. The project is located on State Route (SR) 49 in Nevada County between Post Miles (PMs) 2.10 and 9.80. The total length of the project is approximately 7.7 miles (Figures 1 and 2). Within the limits of the proposed project, SR 49 largely consists of two 12-foot-wide through lanes with shoulder widths varying from 2 feet to 4 feet and no two-way left turn lane (TWLTL).

This project was programmed to improve vehicular evacuation from, and emergency response to, the communities of Grass Valley and Nevada City in the event of a catastrophic wildfire or similar emergency situation. Coordination between the County of Nevada and stakeholders, including Citizens for Highway 49 Safety, Fix49.org, Nevada County Coalition of Firewise Communities, CAL FIRE Nevada-Yuba-Placer Unit, and the Nevada County Sheriff's Office, occurred to advocate for and document the importance of funding the proposed project. The California Transportation Commission approved $35 million in funding toward the proposed project (CTC 2023).

In Nevada County, the Jones Fire took place in August of 2020 destroying 18 structures and resulting in 7 injuries. During this event almost 16,000 people had to be evacuated, the majority of them on SR 49. The River Fire occurred in August of 2021 resulting in 142 structures destroyed, 21 structures damaged, 4 injuries and 6,600 people evacuated. The communities of Grass Valley and Nevada City are located within a very high Fire Hazard Severity Zone, which indicates a high likelihood of future fire danger.

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, and various others, in addition to Grass Valley and Nevada City. For many of these communities, SR 49 serves as the only means to evacuate. It is estimated that as many as 27,124 vehicles would be using SR 49 between Nevada City and Auburn in the event of an emergency evacuation. Additionally, when Interstate 80 is subject to emergency closures, SR 49 acts as a key detour route.

The project is included in the 2023 Federal Statewide Transportation Improvement Program and is proposed for funding from the Nevada County Transportation Commission (NCTC) and from the State Highway Operation and Protection (SHOPP) program. It is also included in the Nevada County 2016 Regional Transportation Plan (RTP) and the NCTC 2024 Regional Transportation Improvement Program (RTIP).

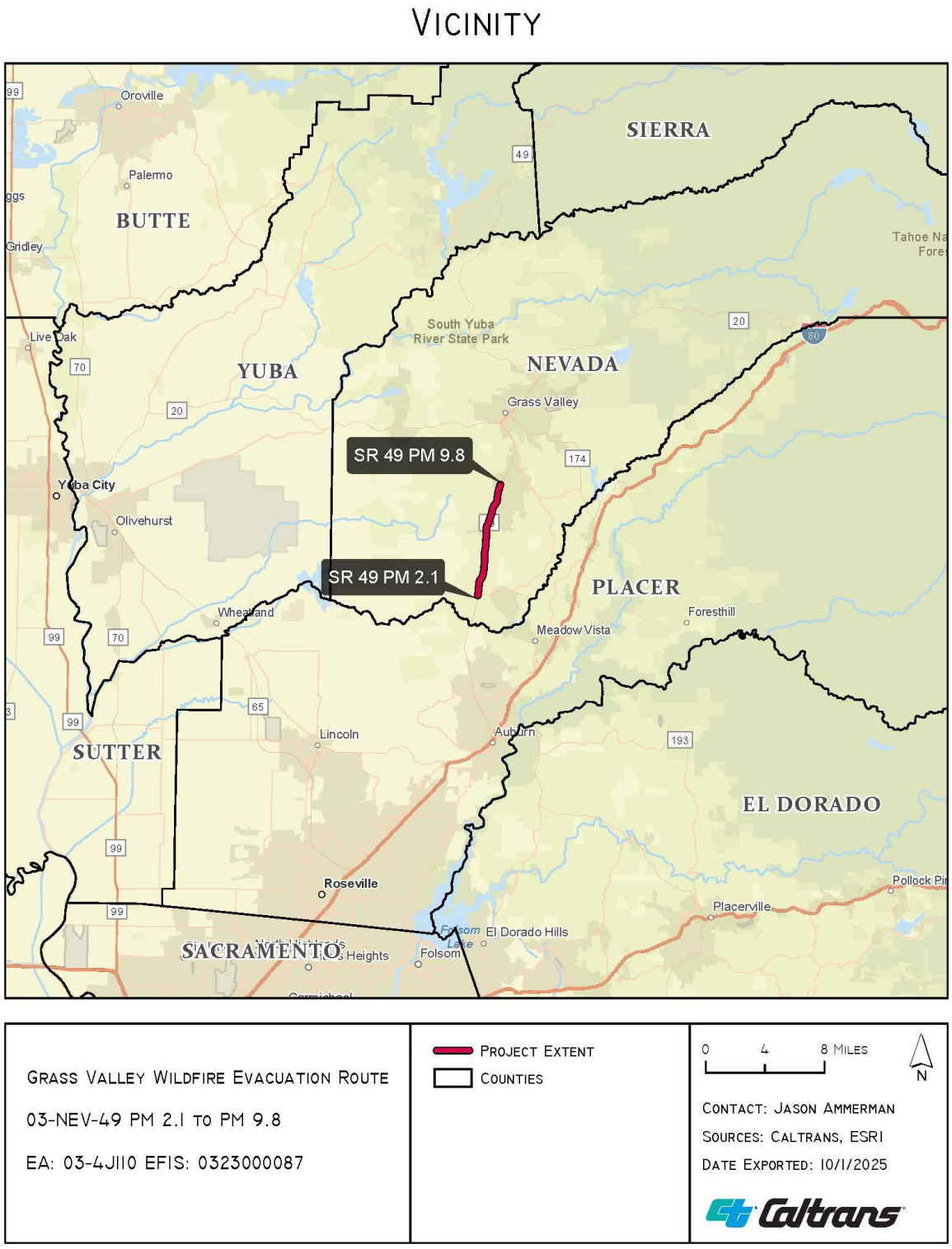


Figure 1. Project Vicinity



Figure 2. Project Location Map

1.2 Purpose and Need

Purpose

The purpose of this project is to address existing evacuation barriers identified at bottleneck locations on the SR 49 corridor between PM 2.10 and PM 9.80. The proposed project would extend the existing shoulders and provide a two-way left turn lane to enhance traffic flow during emergency events. Furthermore, the project would also improve mobility and safety.

Need

SR 49 requires improvements to safely evacuate communities, provide safe and adequate access for emergency responders and recovery resources, provide the ability to implement contraflow operations (contraflow operations are temporary usages of the roadway space—such as the shoulders and center turn lane—as emergency lanes of travel), and remove existing evacuation barriers.

1.3 Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the “Proposed Build Alternative” and the “No-Build Alternative.”

1.4 Proposed Build Alternative

The proposed Build Alternative proposes improvements to SR 49 in two phases, pending sufficient construction capital to construct at one time. Phase 1 of the project would begin improvements from the intersections with Wolf Road and Combie Road (PM 2.10) and extend to Lime Kiln Road (PM 7.10). Phase 2 would continue improvements from Lime Kiln Road to Ponderosa Pines (PM 9.80). Both phases of the project propose the following improvements:

- widen the existing 2- to 4-foot-wide shoulders to 8 feet in the northbound (NB) direction and 12 feet in the southbound (SB) direction
- provide a continuous 16-foot-wide two-way left turn lane (TWLTL) from PM 2.70 to PM 8.10

- provide a continuous 12-foot-wide TWLTL from PM 8.10 to PM 9.80 to match the existing roadway configuration
- earthwork/grading and realignment of the roadway
- replace deficient plastic and composite pipe systems with Corrugated Steel Pipe (CSP) and Reinforced Concrete Pipe (RCP) culverts to promote fire resiliency
- replace/relocate lighting
- replace/relocate signage
- replace/relocate existing Transportation Management Systems:
    - Automatic Vehicle Classification (AVC) system at PM 4.39
    - census station at PM 2.19 and PM 9.23
    - traffic signal induction loops at PMs 2.19, 7.17 and 9.23
- install new Transportation Management Systems (TMS):
    - Changeable Message Sign (CMS) at PM 2.19
    - Closed Circuit Television Cameras (CCTV) at PMs 2.19, 7.17 and 9.23
- replace non-standard Metal Beam Guardrail (MBGR) (that do not meet current *Manual for Assessing Safety Hardware* (MASH) standards) with Midwest Guardrail System (MGS)
- provide Maintenance Vehicle Pullout (MVP) locations at PM 2.19 NB and PM 4.40 NB to service TMS
- provide concrete vegetation control under guardrails
- extend the existing bridge at South Wolf Creek (PM 3.60) to accommodate the new roadway configuration; thereby removing one of the structural bottlenecks to evacuation operations on SR 49

Additionally, Phase 2 would include:

- replacing the current double-box culvert and gabion wall configuration at Rattlesnake Creek (PM 8.80) with a single-span bridge that would accommodate the new roadway configuration
- construct retaining walls at PMs 7.50, 8.75 and 8.80
- provide MVP locations at PM 7.17 NB and PM 9.23 NB

Right of away acquisitions would be required to construct the Build Alternative. Varying sizes of land to be acquired are adjacent to the existing SR 49 right of way where vegetation removal and earthwork would be completed to accommodate project features and road surface widening. The acquisition of the strips of land would not displace any residents. The Build Alternative would result in 8 temporary construction easements (TCEs) for access and equipment during construction, 24 drainage easements, and 27 permanent acquisitions.

1.5 Alternatives Considered but Eliminated from Discussion

No-Build Alternative (Alternative 2)

The No-Build Alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. For each potential impact area discussed in Chapter 2, the No-Build Alternative has been determined to have no impact. Under the No-Build Alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented.

The No-Build Alternative would cause continued delays and bottlenecks for evacuees and for emergency responders during emergency events. These delays could translate to worsening outcomes including injuries or fatalities to evacuees as well as increased response times for fire, police, and ambulance personnel and equipment. Longer response times in the critical early minutes of a fire could drastically increase the risk of loss of property and life within the affected communities. In addition, the No-Build Alternative could cause an extension of these risks over a longer period of time if the project need were to be addressed by multiple smaller projects spread out over several construction seasons.

Alternative 3

A design alternative was proposed that would create a continuous TWLTL throughout the project limits but would only widen the shoulders of the northern portion of the project from PM 7.10 to PM 9.80; the remaining portion of SR 49 from PM 2.10 to PM 7.10 would not have shoulders widened. This alternative was eliminated from consideration because it did not meet the purpose and need of the project. Therefore, this alternative will not be discussed further.

1.6 Permits and Approvals Needed

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

Table 1. Agency, Permit/Approval Needed and Status

Agency	PLACs	Status
U.S. Army Corps of Engineers (USACE)	Section 404 Permit	Pending approval of the Final Environmental Document (FED)
California Department of Fish and Wildlife (CDFW)	1600 Lake and Streambed Alteration Agreement (LSAA)	Pending approval of the FED
Regional Water Quality Control Board (RWQCB)	Section 401 Permit	Pending approval of the FED
California Transportation Commission (CTC)	CTC vote to approve funds	Pending approval of the FED

1.7 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. These are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

The project contains a number of standardized project features, standard practices (measures), and BMPs 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 and, as such, are included as part of the project description. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed further below as Additional Measures or in the respective species discussion in Section 2.4–Biological Resources.

Aesthetics Resources

AR-1: Architectural aesthetic treatment (including colors, textures, patterns, and/or imagery) would be provided on structural features, such as bridges and retaining walls, where feasible.

AR-2: Exposed disturbed soil areas would be treated with erosion control measures, which may include seeding applications to revegetate the affected areas with regionally appropriate native vegetation.

AR-3: Where feasible, the removal of established trees and vegetation would be avoided or minimized.

AR-4: Where feasible, highway planting removed or damaged by the project would be replaced.

Air Quality

AQ-1: The construction contractor must comply with Caltrans' Standard Specifications in Section 10-5 "Dust Control," Section14-9 "Air Quality" and Section 18 "Dust Palliatives" (Caltrans 2024b).

Biological Resources

BR-1: General

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

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied. To prevent attracting corvids (birds of the *Corvidae* family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.

C. Artificial night lighting may be required. To reduce potential disturbance to sensitive resources, lighting would be temporary and directed specifically on the portion of the work area actively under construction. Use of artificial lighting would be limited to California Division of Occupational Safety and Health (Cal/OSHA) work area lighting requirements.

BR-3: Invasive Species

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

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.
- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species.

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

A. A Revegetation Plan would be prepared, which would include a plant palette, establishment period, watering regimen, monitoring requirements, and invasive plant species control measures. The Revegetation Plan would also address measures for wetland and riparian areas temporarily impacted by the project.

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

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

BR-5: Wetlands and Other Waters

A. The contractor would be required to prepare and submit a *Temporary Creek Diversion System Plan* to Caltrans for approval prior to any creek diversion. Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.

B. See **BR-4** for Temporary High Visibility Fencing (THVF) information.

Cultural Resources

CR-1: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-2: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

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

Geology, Seismic/Topography, and Paleontology

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

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

Greenhouse Gas Emissions

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

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

GHG-3: Caltrans Standard Specification “Emissions Reduction” ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resources Board (CARB) (Caltrans SS 7-1.02C).

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

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

Hazardous Waste and Material

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

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

HW-3: If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification 14-11.14 "Treated Wood Waste."

HW-4: If asbestos-containing material is removed during this project, it would be removed and disposed of in accordance with Standard Special Provisions (SSP) 14-11.10 Naturally Occurring Asbestos and SSP 14–11.16 Asbestos-containing Construction Materials in Bridges".

Hydrology and Floodplain

HF-1: The proposed bridge extension would maintain the same elevation above the ordinary high water mark (OHWM) as the existing bridge, and no new structures would be placed which would result in a substantial backflow during a flood event.

Noise

N-1: Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02 "Noise Control."

Traffic and Transportation

TT-1: A Transportation Management Plan (TMP) would be prepared for the project. The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones. Pedestrian and bicycle access would be maintained during construction.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to State Route 49 throughout the construction period.

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

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

Water Quality and Stormwater Runoff

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

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2022-0057-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre) that includes erosion control measures and construction waste

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

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

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

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

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

- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan* (Caltrans 2016). This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

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

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

1.8 Discussion of the NEPA Categorical Exclusion

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

CHAPTER 2. CEQA ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

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

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

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

Project features, which can include both design elements of the project, as well as standardized measures that are applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.7]), are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

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

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

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

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

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the Lead Agency may adopt a Negative Declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed Negative Declaration must be circulated for public review, along with a document known as an Initial Study.

CEQA also allows for a “Mitigated Negative Declaration” (MND) in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5). Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review. The Lead Agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

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

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

No-Build (No-Action) Alternative

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

Definitions of Project Parameters

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

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

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

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

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

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

The BSA for the project includes a 500-foot buffer beyond the ESL boundary for bird species (Figure 3 below).

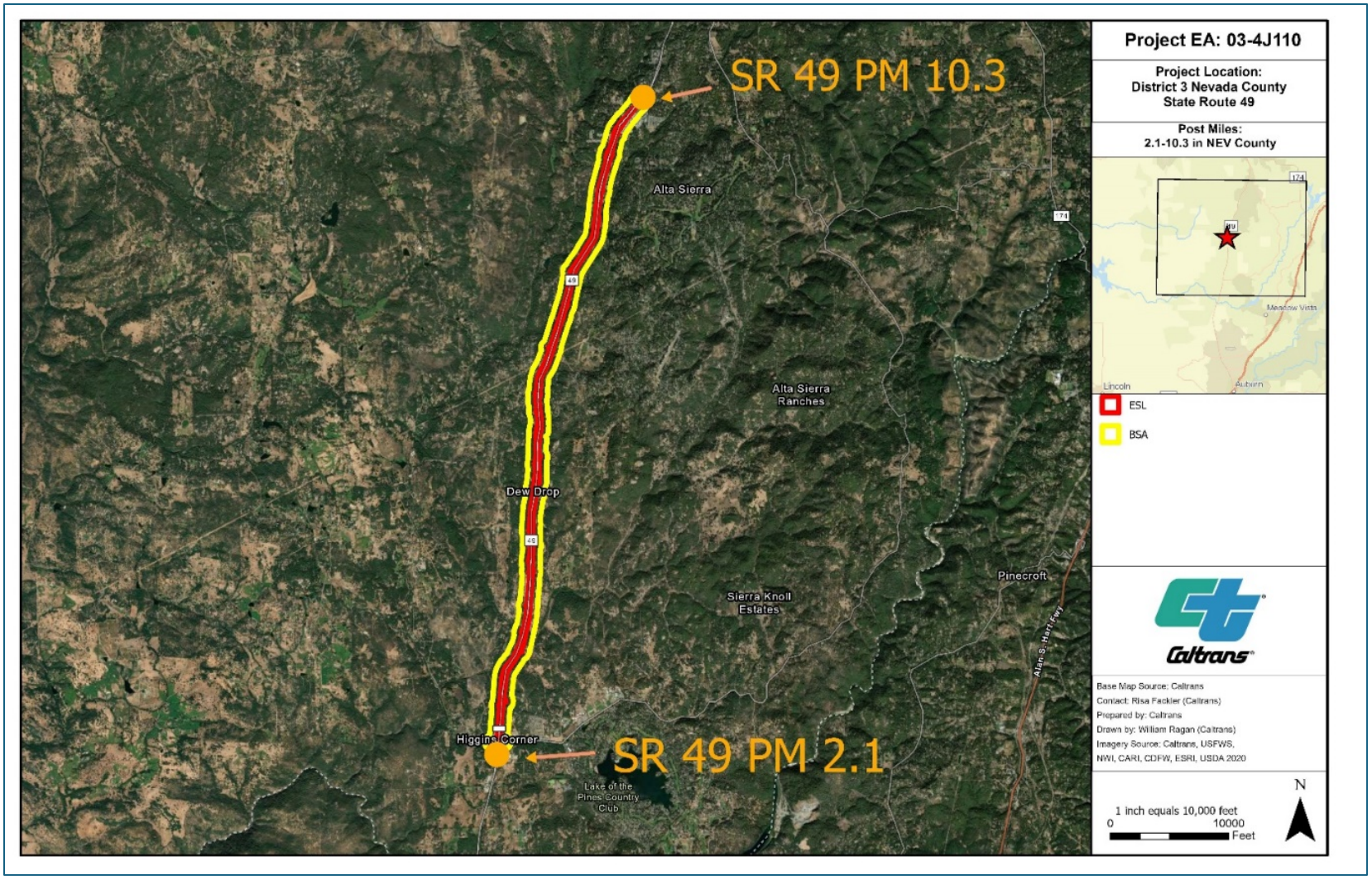


Figure 3. Environmental Study Limits and Biological Study Area

2.1 Aesthetics

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

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and Council on Environmental Quality (CEQ) regulations identify aesthetics as one of the elements or factors in the human environment that must be considered in determining the effects of a project. Further, Title 23, USC 109(h) cites “aesthetic values” as a matter that must be fully considered in developing a project. The Historic Preservation Act of 1966 is considered for all properties on or eligible for inclusion in the National

Register of Historic Places.
The California Environmental Quality Act (CEQA) also mentions aesthetics as an environmental factor to be analyzed for potential effects resulting from a proposed project. Additionally, Streets and Highways Code, Section 260-263 examines applicable State Scenic Highway conditions.

Affected Environment

The areas affected by the proposed project include natural, cultural and highway environments, primarily confined to the immediate highway area and the visual area can extend up to one mile, as seen from near the Wolf Creek Bridge. Visual resources include foothills and ridges, wooded areas, river corridors, open space, and a portion of highway eligible for State Scenic Highway designation.

The river corridors within the project include Wolf Creek and Rattlesnake Creek. These areas are currently not visible from the highway due to dense vegetation extending from the creek areas. Highway features at the creeks include cement-grey bridge barriers, steel-gray bridge railing guard rails and a rustic gabion basket wall.

Environmental Consequences

The proposed project would affect the appearance of the project Area of Visual Effect (AVE) through modifications to the slopes being filled or cut away to accommodate the shoulder widening and TWLTL, and ancillary highway features. These areas would have vegetation, including mature trees, removed to accommodate slope modifications. Some areas along the highway would require up to four retaining walls, which would introduce urban-like structures that would somewhat contrast with the AVE. For areas with earthwork or where temporary construction easements would be acquired, a revegetation plan to screen views of the project from nearby residences is proposed at the direction of the Caltrans District Landscape Architect and would be developed during the design phase of the project.

The proposed bridge changes and associated retaining walls at Rattlesnake Creek Bridge would be larger than the current bridge structures; however, they would not be built closer to the neighboring residences. Vegetation would be removed from these areas for construction and would partially expose the creek corridors until vegetation regrowth obscures the views. The project would include aesthetic

treatments for the bridge barriers and railings, enhancing their visual compatibility with the surrounding landscape.

The highway shoulders, added TWLTL and replaced/modified accessory features would be similar in scale, appearance and function to that of the existing highway.

Avoidance, Minimization and Mitigation Measures

Caltrans Standard Measures and BMPs outlined in Section 1.7 would be implemented to avoid and minimize aesthetic impacts from construction activities and the completed project.

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

Discussion of CEQA Environmental Checklist Questions- Aesthetics

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

No Impact. There are no scenic vistas located within the project limits. Views of the surrounding scenic resources would remain unobstructed by the project. In addition, temporarily, the vegetation removed for work at the Wolf Creek and Rattlesnake Creek would enhance views of the river corridors. Therefore, there would be no impact.

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

c) In non-urbanized areas, would the project 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) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is located on a section of highway eligible for official State Scenic Highway designation. The project would remove oak and conifer trees. The removal would not create gaps or voids in the vegetated areas adjacent to the highway. None of the oaks are county-designated Landmark Trees, Landmark Groves, or Heritage Trees and Groves. Other trees and vegetation are common and repetitious along SR 49 in western Nevada County. The project would not damage or alter the Overland Emigrant Trail Historical Landmark marker or the portion of historic trail that traverses the State right of way line adjacent to the landmark.

Earthwork and vegetation removal would moderately change the views along the highway. While vegetation removal would somewhat contrast with the Area of Visual Effect, the proposed cut and fill areas would be consistent with the existing land forms. The highway modifications would create a slightly wider roadway view, although the scale and form of the non-urbanized corridor would remain compatible with the rural environment. Project features, such as retaining walls and bridges, would be designed with aesthetic treatments to enhance compatibility with the surrounding environment. The proposed highway planting would screen views of the project from adjacent uses, and erosion control measures would revegetate disturbed soil areas.

While the project would replace existing light poles with current standard light poles, there would be no new light sources added for the project. New guardrails may create minimal reflective glare during daytime hours. Construction may occur during nighttime and work areas would be directly illuminated temporarily.

Therefore, for Questions b, c, and d, there would be a less than significant impact on aesthetic resources.

2.2 Agriculture and Forest Resources

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Not Applicable	Not Applicable	Not Applicable	Applicable

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significa nt Impact	No Impact
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Not Applicable	Not Applicable	Not Applicable	Applicable

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the California Department of Conservation Farmland Maps (California Department of Conservation 2020) and the Nevada County General Plan–Agriculture and Forestry Modules (County of Nevada 1995a, 1995b).

Potential impacts to agriculture and forest resources are not anticipated since there is no farmland or forest land within the project area and there is no conversion of farmland or forest land to highway use. There are no parcels under a Williamson Act contract within the project area.

2.3 Air Quality

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Not Applicable	Not Applicable	Applicable	Not Applicable

Regulatory Setting

The federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act is its corresponding state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants in the air.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this analysis, a parallel "Conformity" requirement under the federal CAA also applies. U.S. EPA regulations

at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards (NAAQS) and do not apply at all for state standards regardless of the status of the area.

Affected Environment

The Air Quality Report (Caltrans 2025a) and Energy Analysis Memorandum (Caltrans 2025d) were prepared in February 2025. This proposed project is exempt from all air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) § 93.126, subsection “Safety” (“Pavement resurfacing and/or rehabilitation”) and no further air quality analysis is required under NEPA. The proposed project is located within the jurisdiction of the Mountain Counties Air Basin (MCAB) with regulations administered by Northern Sierra Air Quality Management District.

Environmental Consequences

The proposed project is not a capacity-increasing transportation project. The proposed modifications would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor that would cause an increase in emissions relative to the No-Build Alternative; therefore, this project would not cause an increase in operational emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. However, these emissions would be temporary and limited to the immediate area surrounding the construction site.

Avoidance, Minimization and Mitigation Measures

Caltrans Standard Measures and BMPs outlined in Section 1.7 would be implemented to avoid and minimize air quality impacts from construction activities.

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

Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

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

No Impact. The project would not conflict with any air quality plan. The proposed project would extend the service life of the existing highway and provide space to create evacuation lanes and emergency response ingress to communities during emergency scenarios. The project would not result in changes to the normal operational traffic volume, fleet mix, speed, approximate location of existing facility, or any other factor that would cause an increase in emissions relative to the No-Build Alternative. This project would not cause an increase in operational emissions that affect quality standards. Therefore, there would be no impact to any air quality plan.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact. The project would not result in increases of criteria pollutants. The project is exempt from regional conformity requirements per 40 CFR 93.127. Therefore, there would be no impact.

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

Less Than Significant Impact. The project is adjacent to residential areas including single family homes, apartments and farmhouses within 100 to 500 feet of the project area. The project proposes to shift travel lanes to accommodate a two-way left turn lane throughout the project limits. This change is not anticipated to increase traffic volumes and would not expose receptors to substantial pollutant concentrations.

The proposed project is anticipated to induce temporary short-term air quality impacts during construction caused by grading, removing or improving existing roadways and paving roadway surfaces. Short-term degradation of air quality is expected from airborne dust generated by these activities. Emissions from construction-related congestion in the project area and construction equipment are also anticipated.

Incorporation of the Standard Measures and Best Management Practices identified in Section 1.7 would minimize these temporary air quality impacts. Therefore, there would be a less than significant impact.

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

Less Than Significant Impact. The project would not result in emissions affecting a substantial number of people. Construction activities are expected to generate fugitive dust and bridge work has the potential for asbestos-containing dust. However, Standard Measures and Best Management Practices (BMPs) would be used to minimize the impact of these activities during construction. Construction activities are expected to increase traffic congestion in the area, resulting in an increase in emissions from traffic during delays. However, these emissions would be temporary and limited to the immediate area surrounding the construction site. Therefore, there would be a less than significant impact.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Not Applicable	Applicable	Not Applicable	Not Applicable
Would the project: c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Not Applicable	Applicable	Not Applicable	Not Applicable
Would the project: d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Not Applicable	Not Applicable	Applicable	Not Applicable

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Not Applicable	Not Applicable	Applicable	Not Applicable

Regulatory Setting

Within this section of the document (2.4. Biological Resources), the topics are separated into Natural Communities, Wetlands and Other Waters, Plant and Animal Species, including Threatened and Endangered Species, and Invasive Species. Threatened and endangered special status plant and animal species include the United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS) and California Department of Fish and Wildlife (CDFW) candidate species and CDFW Fully Protected (FP) species. CDFW Species of Special Concern (SSC) and California Native Plant Society (CNPS) rare plants are covered in their respective Plant and Animal sections.

Natural Communities

This section of the document discusses Natural Communities of Special Concern. The focus is on biological communities, not individual plant or animal species. CDFW maintains a list of sensitive natural communities (SNCs). SNCs are those natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status taxa or their habitat. This section also includes information on wildlife corridors, fish passage, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or

daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat (CH) under the Federal Endangered Species Act (FESA) are discussed below in the Threatened and Endangered Species section.

Wetlands and Other Waters

Wetlands and Waters of the United States and State are protected under several laws and regulations. The primary laws and regulations governing wetlands and other waters include:

- Federal: Clean Water Act (CWA)–33 United States Code (USC) 1344 (USACE–Section 401 Permits)
- Federal: Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State: California Fish and Game Code (CFGC)–Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act–Section 3000 et seq.

Plant Species

The USFWS and CDFW have regulatory responsibility for the protection of special status plant species. “Special status” species are selected for protection because they are rare and/or subject to population and habitat declines. The primary laws governing plant species include:

- Federal Endangered Species Act (FESA)–USC 16 Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402
- California Endangered Species Act (CESA)–California Fish and Game Code (CFGC) Section 2050, et seq.
- Native Plant Protection Act–California Fish and Game Code Sections 1900–1913
- National Environmental Policy Act (NEPA)–40 CFR Sections 1500 through 1508

- California Environmental Quality Act (CEQA)–California Public Resources Code (PRC) Sections 21000–21177

Animal Species

The USFWS, NMFS, and CDFW have regulatory responsibility for the protection of special status animal species. The primary laws governing animal species include:

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act–40 CFR Sections 1500 through 1508
- Migratory Bird Treaty Act–16 USC Sections 703–712
- Fish and Wildlife Coordination Act–16 USC Section 661

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

- FESA–16 USC Section 1531, et seq. See also 50 CFR Part 402
- CESA–California Fish and Game Code Section 2050, et seq.
- CESA–California Fish and Game Code Section 2080
- CEQA–California Public Resources Code, Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act, as amended–16 USC Section 1801

Invasive Species

The primary laws governing invasive species are Executive Order (EO) 13112 and NEPA.

Affected Environment

A Natural Environment Study (NES) (Caltrans 2025i) was prepared for the project. The following information relies on the NES.

Natural Communities

Within the project limits, sensitive natural communities include riparian woodland and forest, wetlands and Waters of the U.S. and State. Essential Fish Habitat (EFH) for Chinook salmon–Central Valley spring-run Evolutionarily Significant Unit is present in Wolf Creek, Rattlesnake Creek and other streams in and near the ESL. The streams within the project area are blocked by Camp Far West Dam, which is a barrier to fish passage. Therefore, EFH will not be discussed further.

Habitat Connectivity

Riparian woodland vegetation is essential habitat to a wide range of species in the Central Valley. Riparian habitats provide food, water, migration corridors, cover from predators, nesting, and thermal insulation. Deer corridors link winter and summer habitats which serve the life cycle of the animal. Generally, animal movement occurs along riparian corridors and/or low–lying “saddles” which connect various habitat areas. The streams and drainages within the project Biological Study Area (BSA) (Wolf Creek, Rattlesnake Creek, South Wolf Creek, and Cherry Creek) constitute riparian corridors which are capable of support for both migratory and resident wildlife movement (County of Nevada 1995e).

At Rattlesnake Creek, there are currently two box culverts that convey the creek under SR 49. A new bridge that would span the creek (no in–water pier supports) would be constructed at this location. The project would construct a wildlife undercrossing by creating a raised ledge under the new bridge that would allow wildlife to cross under the highway even during high water flows. The undercrossing would also include highway exclusion fencing and/or directional fencing that would funnel wildlife to the undercrossing. The wildlife crossing would enhance wildlife connectivity in the project area. The streams within the project area are blocked by manmade structures, therefore do not support migratory fish passage. Wolf Creek is a tributary to the Bear River, which flows into the Camp Far West Reservoir that is held by the Camp Far West Dam. Ultimately, this water converges with the Feather River, then the Sacramento River. However, due to the dam at Camp Far West

Reservoir, fish passage from the Sacramento and Feather Rivers is not supported further up into the Bear River.

Sensitive Communities Present

Natural alliances and associated natural community types identified within the project ESL and 100-foot buffer are fairly typical of the foothills of the High Sierra Nevada Subregion of northern California. Generally, the ESL graduates from Ponderosa pine forest and woodland (*Pinus ponderosa* Forest and Woodland Alliance) in the higher elevations of the northern portion of the ESL to Mixed oak forest and woodland (*Quercus* Forest and Woodland Alliance) in the central and southern portions of the ESL. Wild oat and brome grasslands (*Avena* ssp. – *Bromus* ssp. Herbaceous Semi-Natural Alliance) are found dispersed throughout the ESL.

The only sensitive natural community (SNC) identified within the ESL was Goodding's Willow–Red Willow Riparian Woodland and Forest Alliance, California Community Code (CaCode) 61.216.00, which has a State Rarity Ranking of S3 based on CDFW's current *California Natural Community List* (CDFW 2025). The Goodding's Willow–Red Willow Riparian Woodland and Forest Alliance SNC was mapped within the ESL at perennial and intermittent streams with longer hydroperiods allowing for development of riparian vegetation. This includes larger perennial streams such as South Wolf Creek, Cherry Creek, and Rattlesnake Creek, as well as smaller intermittent and ephemeral streams throughout the ESL. The habitat is dominated by red willow and other large riparian canopy species such as white alder (*Alnus rhombifolia*) and Fremont's cottonwood (*Populus fremontii*). The subcanopy is dominated by other willows including arroyo willow (*Salix lasiolepis*) and sandbar willow (*Salix exigua*). Dense stands of Himalayan blackberry are commonly observed growing in the shrub layer in this habitat throughout the ESL. The herbaceous layer found adjacent to water typically consists of rush species (*Juncus* spp.), sedges (*Carex* spp.), tall flatsedge (*Cyperus eragrostis*), and watercress (*Nasturtium officinale*) with herbaceous annual grasses such as wild oat and brome species in upland portions away from water. A total of 3.53 acres of this SNC are present within the ESL.

Environmental Consequences

The project proposes to extend the shoulders and provide a continuous two-way left turn lane throughout the entire length of the project, which would require widening SR 49. The roadway widening would temporarily impact 0.01 acres and permanently impact 1.58 acres of riparian habitat throughout the project limits.

A temporary construction easement (TCE) is needed to facilitate widening the South Wolf Creek Bridge. The TCE is located on the west side of the bridge. Riparian habitat would need to be removed within the TCE and on the east side of the bridge, and from widening the roadway at the bridge approaches. The TCE and access for bridge construction would have no temporary impacts; however, would permanently impact approximately 0.11 acres of riparian habitat at South Wolf Creek Bridge (typically riparian habitat doesn't grow under bridges).

Riparian habitat would need to be removed at Rattlesnake Creek Bridge to facilitate bridge construction and access to the bridge. The existing road (Tadpole Creek Drive) would be utilized as access to the bridge. Tadpole Creek Drive is approximately 400 feet long by 20 feet wide. The riparian vegetation along Tadpole Creek Drive would be removed to allow space for construction. Vegetation removal would permanently impact approximately 0.11 acres of riparian habitat along the banks of Rattlesnake Creek. Bridge construction at Rattlesnake Creek would permanently impact an additional 0.01 acres of riparian habitat.

Total temporary impacts to riparian habitat are approximately 0.01 acres and total permanent impacts to riparian habitat are approximately 1.81 acres.

Avoidance, Minimization and Mitigation Measures

Conservation measures would be implemented during project construction to avoid adverse impacts to riparian habitat. The *Caltrans Construction Site Best Management Practices (BMP Manual)* (Caltrans 2017) and the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) would be incorporated into designs, plans, and specifications, and required of contractors during construction to avoid sensitive biological resources. An Erosion Control Plan and Stormwater Prevention Pollution Plan (SWPPP) would be prepared. Additionally, a minimum three-foot buffer would be established along avoided riparian habitat with installation of Environmentally Sensitive Area (ESA) fencing.

The project has been designed to minimize temporary and permanent impacts. Project avoidance and minimization measures, as well as Standard Measures and BMPs (Section 1.7), would minimize effects of construction activities on riparian habitat.

Compensatory mitigation to address approximately 0.01 acres of temporary impacts and 1.81 acres of permanent impacts to riparian habitat for this project may include the purchase of mitigation property, purchase of conservation bank credits, preservation of habitat, or on-site enhancement or restoration of riparian habitat. The inclusion of wildlife connectivity features at the proposed Rattlesnake Creek bridge would also be considered “out-of-kind” mitigation.

Wetlands and Other Waters

Affected Environment

The term “jurisdictional wetlands” refers to areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Jurisdictional wetlands generally include swamps, marshes, bogs, natural drainage channels and seasonal wetlands.

Jurisdictional Waters of the United States (WOTUS) are defined as those waters that are currently used or were used in the past or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide and all interstate waters including interstate wetlands. This definition also includes interstate lakes, rivers, streams (including intermittent and ephemeral), mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. Waters of the State are aquatic resources managed by multiple agencies and include rivers, streams, lakes, wetlands, mudflats, vernal pools, and other aquatic sites.

An aquatic resources delineation was conducted in the spring of 2025 by Area West Environmental, Inc. (AWE) pursuant to protocols provided by U.S. Army Corps of Engineers (USACE 2005 and 2010). The aquatic resources delineation identified forested wetlands, seasonal wetlands, and three types of non-wetland waters

(ephemeral, intermittent, and perennial streams) within the survey area. Roadside ditches are also present within the ESL.

South Wolf Creek flows from east to the west through the project area then converges with Wolf Creek which runs on the west side parallel to SR 49.

The current conditions at Rattlesnake Creek include a double box culvert with gabion walls on each side. Due to steep slopes, the creek is not accessible on foot. During the January 2025 field surveys, Caltrans biologists utilized a drone to take images of the creek and double box culvert.

Environmental Consequences

Temporary and permanent impacts to wetlands and Waters of the U.S. and State would occur from widening the SR 49 roadway. Removing the double box culvert at Rattlesnake Creek would have some positive impact by adding additional creek bed (Table 3).

Roadway Widening

The project proposes to extend the shoulders and provide a continuous two-way left turn lane throughout the entire length of the project, which would require widening SR 49. The roadway widening would permanently impact 0.42 acres of wetlands.

Roadway widening would also temporarily impact approximately 0.37 acres and permanently impact approximately 0.21 acres of Waters of the U.S. and State at various locations throughout the project limits. Waters of the U.S. and State include streams and roadside drainages (culverts).

South Wolf Creek Bridge

A temporary work pad in the creek would be utilized to facilitate bridge construction. The work pad would be approximately 0.08 acres and would likely be made of clean rock with culverts placed under it to allow water to flow through the work area and keep the work area dry. The work pad would temporarily impact approximately 0.08 acres of South Wolf Creek (Waters of the U.S. and State). It would be removed upon completion of construction.

Permanent pier footings would be required to support the South Wolf Creek Bridge widening. Three bridge pier supports would be constructed within the creek with

each pier approximately 37 feet long by 10 feet wide (1,110 square feet total). The three pier footings would permanently impact approximately 0.03 acres of South Wolf Creek (Waters of the U.S. and State).

Bridge construction would require an access road to reach the creek. The access road would utilize the existing disturbed, flat ground near the creek for approximately 70 feet and then would construct an additional 30 feet leading up to the creek. The access road leading up to the creek would be approximately 30 feet long by 20 feet wide. This would temporarily impact approximately 0.08 acres of bed, bank, and channel of South Wolf Creek.

Rattlesnake Creek Bridge

To conduct bridge work, the creek would require dewatering. The existing double box culverts would be used as a temporary water diversion while bridge abutments are constructed. The existing culvert is far below SR 49 at the bottom of the gabion walls. The contractor would excavate the embankment above the culverts to provide access and clearance to construct the abutments and substructure of the new bridge. The new bridge would span the creek. Once the bridge is complete, the existing double box culverts would be removed, and the creek graded to the desired slopes. The two existing double box culverts are approximately 6 foot wide by 6 foot high by 30 feet in length. These box culverts would be permanently removed from the creek channel once the bridge is constructed. The removal of the existing box culverts would result in a net increase of approximately 0.02 acres to the creek channel.

Bridge construction at Rattlesnake Creek would temporarily impact approximately 0.07 acres and permanently impact approximately 0.01 acres of Rattlesnake Creek (Waters of the U.S. and State).

Table 2 below indicates temporary and permanent impacts to wetlands and Waters of the U.S. (WOTUS) and State.

Table 2. Impacts to Wetlands and Waters of the U.S. and State

Post Mile	Proposed Work	Resource	Temporary Impacts (Acres)	Permanent Impacts (Acres)
Various	SR 49 Roadway Widening	Wetlands	None	0.42
Various	SR 49 Roadway Widening	WOTUS/State	0.37	0.21
PM 3.36	South Wolf Creek Bridge work pad	WOTUS/State	0.08	0.00
PM 3.36	South Wolf Creek Bridge permanent pier footings	WOTUS/State	0.00	0.03
PM 3.36	South Wolf Creek Bridge access road	WOTUS/State (Bed, Bank, and Channel)	0.08	0.00
PM 8.84	Rattlesnake Creek Bridge Construction (Rattlesnake Creek)	WOTUS/State (Additional Creek Bed)	---	±0.02 (net increase for box culvert removal)
PM 8.84	Rattlesnake Creek Bridge Construction	WOTUS/State	0.07	0.01
Cumulative Total Impacts to Wetlands and Waters of the U.S. and State (rounded)			**0.60**	**0.65**

Avoidance, Minimization and Mitigation Measures

Conservation measures would be implemented during project construction to avoid adverse impacts to wetlands and Waters of the U.S. and State. The Caltrans *Construction Site Best Management Practices (BMP Manual)* (Caltrans 2017) and the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) would be incorporated into designs, plans, and specifications, and required of contractors during construction to avoid sensitive biological resources. An Erosion Control Plan and Stormwater Pollution Prevention Plan (SWPPP) would be prepared. The project has been designed to minimize temporary and permanent impacts.

Project avoidance and minimization measures indicated below, as well as Standard Measures and Best Management Practices (BMPs) (Section 1.7), have been incorporated into the design to minimize effects of construction activities on wetlands and waters.

Minimal temporary and permanent impacts are anticipated with implementation of the Standard Measures and Best Management Practices indicated in Section 1.7, and the following additional avoidance and minimization measures.

- Construction would be limited to the smallest practical footprint to minimize impacts to jurisdictional wetlands and Waters of the U.S. and State.
- Work in the wetlands and Waters of the U.S. and State would be limited to the driest/low flow season, if possible (approximate dates of May 1–October 15), pursuant to environmental permits.
- The Contractor would implement measures to contain construction–related material in manageable locations and prevent debris from entering surface waters during in-water work and for construction operations outside of receiving waters.
- BMPs for spill containment measures (plastic sheeting, absorbent pads and/or other containment devices) would be utilized during all over-water construction activities. BMPs would be deployed around and beneath all over-water construction equipment. Supplemental equipment would be on–site to collect and remove any spills.
- Compensatory mitigation for impacts to Waters of the U.S. and State would be implemented to achieve no-net-loss of the functions and values within the study area. The National Fish and Wildlife Foundation's Sacramento District California In-Lieu Fee Program provides a mitigation option that can be used by Caltrans to compensate for authorized impacts to aquatic resources. Caltrans may purchase mitigation credits through the In-Lieu Fee Program to compensate for impacts to WOTUS and State that are regulated by the CVRWQCB.

PLANT SPECIES

Federal and/or state listed plant species (FESA/CESA) and California Rare Plant species were identified in USFWS, CDFW-CNDDB and CNPS queries for potential habitat occurring within the ESL (Caltrans 2025i). Field observation data was collected and used to analyze the potential for indirect and direct effects, including consideration of long-term, short-term, and cumulative effects of the project on the biota in the area. Based on these database queries and on-line research, the disturbed nature of the area, and the botanical survey results, 24 of those species were identified as potentially having habitat within the ESL (Table 3). However, only two species were observed within the ESL during botanical surveys; these will be discussed further below. The remaining species will not be discussed further as the ESL either lacks suitable habitat, is outside of the elevation and/or geographic range of the species, and/or the species was not observed during botanical surveys.

Table 3. Listed and Proposed Special Status Plant Species Potentially Occurring or Known to Occur in the Project Area

Common Name	*Scientific Name*	Legal Status* (Federal/ State/ CRPR)	Habitat Description, Elevation and Blooming Period	Habitat Present/ Absent
Bacigalupi's yampah	*Perideridia bacigalupii*	--/--/4.2	Chaparral, lower montane coniferous forest, serpentinite. Elevation: 1,475–4,120 feet Blooms: June–August	Suitable Habitat Present
Brandegee's clarkia	*Clarkia biloba* ssp. *brandegeeae*	--/--/4.2	Chaparral, cismontane woodland, lower montane coniferous forest, roadsides (often). Elevation: 245–3,000 feet Blooms: March–July	**Species Present**
Bristly leptosiphon	*Leptosiphon aureus*	--/--/4.2	Chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. Elevation: 180-4920 feet Blooms: April – July	Suitable Habitat Present

Common Name	*Scientific Name*	Legal Status* (Federal/ State/ CRPR)	Habitat Description, Elevation and Blooming Period	Habitat Present/ Absent
Brownish beaked–rush	*Rhynchospora capitellata*	--/--/2B.2	Lower montane coniferous forest, marsh and swamp, meadow and seep, upper montane coniferous forest, wetland. Elevation: 150–6,560 feet Blooms: July–August	Suitable Habitat Present
Butte County fritillary	*Fritillaria eastwoodiae*	--/--/3.2	Chaparral, cismontane woodland, and lower montane coniferous forest openings, sometimes on serpentine substrate. Elevation: 165-4,920 feet Blooms: March – June	Suitable Habitat Present
Chaparral sedge	*Carex xerophila*	--/--/1B.2	Chaparral, cismontane woodland, lower montane coniferous forest, gabbroic (sometimes). Elevation: 1,445–2,525 feet Blooms: April–July	Suitable Habitat Present
Congdon's onion	*Allium sanbornii* var. *congdonii*	--/--/4.3	Chaparral, cismontane woodland on serpentine or volcanic substrate. Elevation: 985-4,575 feet Blooms: April – July	Suitable Habitat Present
Dubious pea	*Lathyrus sulphureus* var. *argillaceus*	--/--/3	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest. Elevation: 490–3,050 feet Blooms: April–May	Suitable Habitat Present
Humboldt lily	*Lilium humboldtii* ssp. *humboldtii*	--/--/4.2	Chaparral, cismontane woodland, lower montane coniferous forest, openings. Elevation: 295–4,200 feet Blooms: May–August	**Present**

Common Name	*Scientific Name*	Legal Status* (Federal/ State/ CRPR)	Habitat Description, Elevation and Blooming Period	Habitat Present/ Absent
Jepson's onion	*Allium jepsonii*	--/--/1B.2	Chaparral, cismontane woodland, lower montane coniferous forests on serpentine and volcanic substrate. Elevation: 300-1320 feet Blooms: April – August	Suitable Habitat Present
Mountain lady's-slipper	*Cypripedium montanum*	--/--/4.2	Broadleafed upland forest, cismontane woodland, lower montane coniferous forest, North Coast coniferous forest. Elevation: 605-7,300 feet Blooms: March – August	Suitable Habitat Present
Narrow-petaled rein orchid	*Piperia leptopetala*	--/--/4.3	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest. Elevation: 1,245-7,300 feet Blooms: May – July	Suitable Habitat Present
Oval-leaved viburnum	*Viburnum ellipticum*	--/--/2B.3	Chaparral, cismontane woodland, and lower montane coniferous forest. Elevation: 705-4,595 feet Blooms: May – June	Suitable Habitat Present
Pinehill flannelbush	*Fremontodendron californicum* ssp. *decumbens*	FE/Rare/1B.2	Chaparral, cismontane woodland, gabbroic, rocky, serpentinite (sometimes). Elevation: 1,395–2,495 feet Blooms: April–July	Suitable Habitat Present
Red Hills soaproot	*Chlorogalum grandiflorum*	--/--/1B.2	Chaparral, cismontane woodland, lower montane coniferous forest, sometimes on gabbroic or serpentine soils. Elevation: 805-5,545 feet Booms: (April) May – June	Suitable Habitat Present

Common Name	*Scientific Name*	Legal Status* (Federal/ State/ CRPR)	Habitat Description, Elevation and Blooming Period	Habitat Present/ Absent
Sanborn's onion	*Allium sanbornii* var. *sanbornii*	--/--/4.2	Chaparral, cismontane woodland, lower montane coniferous forest, gravelly, serpentinite. Elevation: 855–4,955 feet Blooms: May–September	Suitable Habitat Present
Serpentine bluecup	*Githopsis pulchella* ssp. *serpenticola*	--/--/4.3	Cismontane woodland, usually in serpentine substrates. Elevation: 1,050-2,000 feet Blooms: May – June	Suitable Habitat Present
Sierra blue grass	*Poa sierrae*	--/--/1B.3	Lower montane coniferous forest openings. Elevation: 1,200-4,920 feet Blooms: April – July	Suitable Habitat Present
Sierra foothills brodiaea	*Brodiaea sierrae*	--/--/4.3	Chaparral, cismontane woodland, lower montane coniferous forest, gabbroic. Serpentinite (usually). Elevation: 165–3,215 feet Blooms: May–August	Limited Habitat Present
Spicate calycadenia	*Calycadenia spicate*	--/--/1B.3	Cismontane woodland, valley and foothill grassland, adobe, clay, disturbed areas, dry, gravelly openings, rocky. Elevation: 130–4,595 feet Blooms: May–September	Suitable Habitat Present
Stebbins' morning-glory	*Calystegia stebbinsii*	FE/SE/1B.1	Chaparral (openings), cismontane woodland lower montane coniferous forest, gabbroic (sometimes), seeps (sometimes). Elevation: 605–3,575 feet Blooms: April–July	Suitable Habitat Present
Streambank spring beauty	*Claytonia parviflora* ssp. *grandiflora*	--/--/4.2	Cismontane woodland, rocky substrates. Elevation: 820-3,935 feet Blooms: February – May	Habitat Present

Common Name	*Scientific Name*	Legal Status* (Federal/ State/ CRPR)	Habitat Description, Elevation and Blooming Period	Habitat Present/ Absent
Tripod buckwheat	*Eriogonum tripodum*	--/--/4.2	Chaparral, cismontane woodland, serpentinite (often). Elevation: 655–5,250 feet Blooms: May–July	Limited Habitat Present
True's manzanita	*Arctostaphylos mewukka ssp. truei*	--/--/4.2	Chaparral, lower montane coniferous forest, roadside (sometimes). Elevation: 1395–4560 feet Blooms: February–July	Suitable Habitat Present

Notes:

Federal Status: FE = Endangered; -- = No Listing.

State Status: SE = Endangered; -- = No Listing.

California Rare Plant Rank (CRPR):
1A = Presumed extinct in California;
1B = Plants rare, threatened, or endangered in California and elsewhere;
2 = Rare, threatened, or endangered in California, but more common elsewhere;
3 = More information is needed about the plant species;
4 = Limited distribution (Watch List)

CRPR Threat Ranking:

x.1 = seriously endangered in California
x.2 = fairly endangered in California
x.3 = Not very endangered in California

The following plant species were found to be present within the project study limits, therefore are discussed further below.

- Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*), CRPR 4.2
- Humboldt lily (*Lilium humboldtii* ssp. *humboldtii*), CRPR 4.2

Brandegee's clarkia

Affected Environment

Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*), with a California Rare Plant Rank of 4.2, is an annual herb with pink, lavender, and purple-red petals that are often red-speckled. Its sepals stay fused in fours with narrowly wedge to fan-shaped lobes. Its erect stem grows about three feet tall and its linear to lance-shaped leaves are up to 2.3 inches (6 centimeters) long. Brandegee's clarkia is often found in roadcuts in chaparral, cismontane woodland, and lower montane coniferous forests at elevations ranging from 245–3,000 feet. Its blooming period is from March to July. Brandegee's clarkia has occurrence records in the Grass Valley and Lake Combie 7.5-minute USGS quadrangles listed in both the CNDDB and Calflora databases. Calflora occurrences are clustered on the east side of Alta Sierra with the most recent observance being recorded in 2022 approximately 2.5 miles from the ESL. There is a CNDDB occurrence (2009) on SR 49 near Brewer Road within the project ESL.

Brandegee's clarkia was observed within the ESL. The species is found sporadically on the east side of SR 49 from approximately PMs 3.05 to 3.35. This population is estimated to be approximately 2,650 individuals. It overlaps with a known CNDDB occurrence (Occurrence #95) that was observed in 2009 and again by Caltrans biologists in 2024. A small population was observed just north at approximately PM 3.55 adjacent to a large pullout where approximately 120 individuals were growing along a rock wall. Additionally, the species was observed on the west side of SR 49 just north of PM 3.20 adjacent to a private driveway where 10 individuals were observed. A total of approximately 2,800 individuals were recorded within the ESL (Caltrans 2025i).

Environmental Consequences

A large population of Brandegee's clarkia were observed within the ESL during botanical surveys. As a special status plant considered by CDFW, Caltrans has determined the project may impact Brandegee's clarkia. Brandegee's clarkia located within proposed areas of ground disturbance would be removed. With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7), Caltrans anticipates there would be a less than significant impact to this rare plant species.

Avoidance, Minimization and Mitigation Measures

Due to regulatory limitations, compensatory mitigation is not required to remediate impacts to Brandegee's clarkia. With implementation of the Standard Measures and Best Management Practices identified in Section 1.7, it is anticipated there would be minimal impacts to Brandegee's clarkia. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Humboldt Lily

Affected Environment

Humboldt lily (*Lilium humboldtii* ssp. *humboldtii*), with a CRPR of 4.2, is a shade and low water-tolerant perennial herb (bulb) that grows in chaparral openings in the Sierra Nevada's up to 4,200 feet. Its bulb scales are off-white, sometimes purple-speckled and is unsegmented. Its flower is a perianth orange color with magenta spots and red or rusty-brown pollen. Its blooming period is from May to August. There are no CNDDB occurrences of this species.

Calflora observances are clustered in the Grass Valley 7.5–minute USGS quadrangle within the towns of Grass Valley and Nevada City. The most recent occurrence of Humboldt lily is from 2020 and is approximately 5.25 miles away from the project ESL (Calflora 2025). Another occurrence from 2013 is approximately 2.5 miles away from the project ESL in the Highland Park area.

Humboldt lily was observed within the northern portion of the ESL in two locations during spring/summer 2025 field surveys. One individual was observed on the western side of SR 49 at approximately PM 9.82. A second individual was found on the western side of SR 49 at approximately PM 10.14 (Caltrans 2025i).

Environmental Consequences

Two Humboldt lily individuals were observed within the ESL during botanical surveys. As a special status plant considered by CDFW, Caltrans has determined the project may impact Humboldt lily. With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7), Caltrans anticipates there would be no overall substantial impact to this rare plant species.

Avoidance, Minimization and Mitigation Measures

Due to regulatory limitations, compensatory mitigation is not required to remediate impacts to Humboldt lily. With implementation of the Standard Measures and Best Management Practices identified in Section 1.7, it is anticipated there would be minimal impacts to Humboldt lily. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

ANIMAL SPECIES

Based on the USFWS, NMFS, and CDFW-CNDDB database queries, 12 special status animals have the potential to occur within the USGS quadrangles queried (Table 4). However, only the Northwestern pond turtle was identified as having suitable habitat within the project BSA. The remaining 11 species are not discussed further as the project BSA either lacks suitable habitat or is outside of the accepted geographic ranges of the species.

Table 4. Listed and Proposed Special Status Animal Species, Critical Habitat and Essential Fish Habitat Potentially Occurring or Known to Occur in the Project Area

Common Name	*Scientific Name*	Status[1] Federal/State	General Habitat Description	Habitat[2] Present/ Absent[1]
AMPHIBIANS and REPTILES				
California red-legged frog (CRLF)	*Rana draytonii*	FT/SSC	Shallow streams, marshes, and ponds. Coast ranges of Mendocino County south and portions of the Sierra Nevada and Cascade ranges usually below 3,936 feet. Prefers shorelines with extensive vegetation for cover and egg–laying. Requires permanent or nearly permanent pools, intermittent streams, must retain surface water in pools year-round for survival.	Absent
Coast horned lizard	*Phrynosoma blainvillii*	--/SSC	Chaparral, cismontane woodland, coastal bluff scrub, coastal scrub, desert wash, pinyon and juniper woodlands, riparian scrub, riparian woodland, alley and foothill grassland. Inhabit open country, especially sandy areas, washes, and floodplains. Found chiefly below 2,000 feet in the northern Sierra Range and below 3,000 feet in the southern range.	Absent
Foothill yellow-legged frog (FYLF) – North Sierra DPS	*Rana boylii* (Pop. 3)	--/ST	Aquatic, riparian forest, riparian scrub, riparian woodland, Sacramento/San Joaquin flowing waters. Found in or near rocky streams, partly shaded shallow streams and riffles with a rocky substrate. Needs at least some cobble-sized substrate for egg-laying. Breeding and rearing habitat is generally characterized by wider, more sunlit mainstream channels.	Absent

Common Name	*Scientific Name*	Status[1] Federal/State	General Habitat Description	Habitat[2] Present/ Absent[1]
Northwestern pond turtle	*Actinemys marmorata*	FPT/SSC	Aquatic, artificial flowing waters, Klamath/North Coast flowing waters, Klamath/North Coast standing waters, marsh and swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South Coast flowing waters, South Coast standing waters, wetlands.	**Present**
BIRDS				
California black rail	*Laterallus jamaicensis coturniculus*	--/ST, FP	Occurs in the Sierra Nevada in larger wetlands that have flowing water, dense vegetation and irrigation water as a primary source.	Absent
Yellow-breasted chat	*Icteria virens*	--/SSC	Breeds in areas of dense shrubbery, including abandoned farm fields, clearcuts, powerline corridors, fence rows, forest edges and openings, swamps, and edges of streams and ponds. Habitat often includes blackberry bushes.	Absent
FISH				
Chinook salmon–Central Valley Spring-Run (CVSR) ESU	*Oncorhynchus tshawytscha*	FT/ST	Upper Sacramento River, Feather River, and Yuba River, and several perennial tributaries of the Sacramento River (Battle, Butte, Clear, Deer, and Mill creeks) have the same general habitat requirements as winter–run Chinook salmon; cold water pools are needed for holding adults (Moyle 2002). Juveniles may use the lower American River for non–natal rearing as they migrate down the lower Sacramento River and through the Delta.	Absent **Essential Fish Habitat (EFH) Present**

Common Name	*Scientific Name*	Status[1] Federal/State	General Habitat Description	Habitat[2] Present/ Absent[1]
Steelhead–California Central Valley (CCV) DPS	*Oncorhynchus mykiss irideus* (Pop. 11)	FT/SSC	Sacramento River and tributary Central Valley rivers. Occurs in well–oxygenated, cool, riverine habitat with water temperatures from 46 to 64.4°F (Moyle 2002). Habitat types are riffles, runs, and pools.	Absent
INVERTEBRATES				
Monarch butterfly	*Danaus plexippus*	FPT/--	Valley and foothill grassland. In the spring and summer, the monarch butterfly's habitat is in open fields and meadows with milkweed (*primary Asclepias* sp.)–the species' host plant.	Absent
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	FT/--	Endemic to Central Valley California. Found only with host plant elderberry (*Sambucus* spp.).	Absent
MAMMALS				
Gray wolf	*Canis lupus*	FE/--	Habitat generalist. Historically occupying diverse habitats including forests, mountains, desert, tundra, taiga, and grasslands. Primary habitat requirements are the presence of adequate ungulate prey, water, and low human contact.	Absent
Townsend's big–eared bat	*Corynorhinus townsendii*	--/SSC	Found in broadleaved upland forest, chaparral, chenopod scrub, lower montane coniferous forest, meadows and seeps, riparian forest, riparian woodland, upper montane coniferous forest, valley and foothill grasslands. Requires caves, mines, tunnels, buildings, or other human-made structures for roosting. Most abundant in mesic habitats.	Absent

[1]**Federal listing status:**		FE = Endangered; FPT = Proposed Threatened; FT = Threatened -- = no listing status
State listing status:		ST = Threatened; FP = CDFW Fully Protected; SSC = CDFW Species of Special Concern; -- = no listing status
[2] **Habitat:**	Absent =	Absent: no habitat present and no further work needed.
	Present =	Present: the species is present.
	EFH =	Essential Fish Habitat

Northwestern Pond Turtle

Affected Environment

Northwestern pond turtle *(Actinemys marmorata)* (NWPT) is currently proposed for listing as threatened under the Federal Endangered Species Act (FESA) and is also a California Species of Special Concern. NWPT was proposed for threatened status under FESA in October 2023. Should federal listing status change, Caltrans will initiate consultation with USFWS.

This species is found in permanent and intermittent waters of small lakes and ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests. The NWPT requires basking sites of logs, rocks, floating vegetation mats, or muddy banks. At warmer climates, NWPT are active year-round but will spend winter months in colder climates in a state of dormancy, often burrowing into loose soil or leaf litter on land or using undercut banks, snags, rocks, or muddy bottoms of ponds (Thomson et al., 2016). Overwintering in the uplands generally occurs in locations above ordinary high-water lines or beyond the riparian zone, although understanding of specific microsite conditions is limited. Basking is an essential function for thermoregulation which supports physiological functions such as metabolism, digestion, reproduction, and growth, as well as drying out the shell and skin for parasite or algal control. Emergent basking usually takes place on logs, rocks, emergent vegetation, shorelines, and essentially any other substrate located within and adjacent to aquatic habitat (USFWS 2023).

Mating behavior generally occurs May through September. Oviposition (egg-laying) usually occurs May through July, with the northern populations depositing eggs later in the season than those in the south. Proximity of nesting site to aquatic habitat is dependent on availability, and the nest site is usually within 300 feet of the aquatic habitat but can be up to 1,640 feet away (Thomson et al., 2016). Nests are often constructed in sandy banks. Incubation time is approximately 80 to 126 days. In Central California, some hatchlings emerge from the nest in late-summer to early-fall, others will overwinter in the nest chamber and emerge in spring. Post-emergence, the hatchlings migrate to aquatic habitat, which takes an average of 49 days from the initial emergence (USFWS 2023). The primary habitat for hatchlings and young juveniles is shallow water with dense submerged vegetation and logs.

Within the project ESL, there is a CNDDB known observed occurrence (1988) of NWPT at Wolf Creek on the west side of SR 49 near Brewer Road. Based on CNDDB occurrence records and availability of suitable habitat, Caltrans is assuming presence of the turtle in South Wolf Creek.

Environmental Consequences

The proposed work includes widening the South Wolf Creek Bridge on the east side to accommodate widening of the SR 49 roadway. It is anticipated that a rock work pad (approximately 0.07 acres) would be constructed within the creek to facilitate construction. Large culverts would be placed under the rock work pad to allow water and NWPT to pass through the work site.

It is unlikely NWPT nest near the South Wolf Creek Bridge since the turtles' nests are typically constructed on sandy creek banks. The banks at South Wolf Creek Bridge lack sand and consist of small rock cobble. Additionally, to protect the bridge abutments, there is rock slope protection along the banks up- and downstream. While NWPT may utilize the creek, no nesting would occur near the bridge within the BSA due to these conditions.

The NWPT requires basking sites of logs, rocks, floating vegetation mats, or muddy banks. There may be potential basking areas near the bridge structure; however, construction activity and noise would likely prevent turtles from basking near the bridge during construction. Additionally, basking requires sunny, open areas and there is dense riparian habitat along the creek banks near the bridge. Therefore, as

most of the creek banks lack sunny basking areas, NWPT would not likely be basking near the bridge.

NWPT are active year-round but will spend winter months in colder climates in a state of dormancy, often burrowing into loose soil or leaf litter on land or using undercut banks, snags, rocks, muddy bottoms of ponds. NWPT would be active most of the year due to higher temperatures in the project area; however, they could potentially hibernate near the bridge during particularly cold months. Bridge construction would not occur in winter months during the turtle's hibernation period due to the high volume of water present at the bridge during winter. Bridges are generally built during summer months when water levels are at their lowest.

Per FESA, Caltrans has determined the project would have no effect to NWPT.

As a CDFW Species of Special Concern, it is anticipated project activities would result in no impact to NWPT.

Avoidance, Minimization and Mitigation Measures

Conservation measures would be implemented during project construction to avoid adverse impacts to NWPT. The Caltrans Construction Site Best Management Practices (BMP Manual) (Caltrans 2017) and the Construction Site Monitoring Program Guidance Manual (Caltrans 2013) would be incorporated into designs, plans, and specifications, and required of contractors during construction to avoid NWPT. An Erosion Control Plan and SWPPP would be prepared. Additionally, a minimum three-foot buffer would be established along all aquatic features within the ESL that can be avoided with installation of ESA fencing.

With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7) and the following avoidance and minimization measures, Caltrans anticipates there would be no impact to NWPT.

- Ground-disturbing work would take place during the NWPT active season, while turtles are more likely to avoid potential disturbances. The general active season for NWPT is March 1–November 1; seasonal weather patterns should be considered during construction to provide flexibility.

- A qualified biologist would conduct a preconstruction survey for NWPT within 24 hours prior to the commencement of any construction activity within 200 feet of NWPT aquatic and upland-nesting habitat. The ESL would be re-surveyed whenever a lapse in construction activity of two weeks or greater has occurred within suitable habitat areas.
- If NWPT are encountered at any time during project activities, work would cease in the immediate area per an agreed protocol with USFWS and CDFW. NWPT would be relocated by a qualified biologist to suitable habitat.
- To protect subadult NWPT, if water pumps are necessary, they would be screened with wire mesh screens no larger than 0.2 inches to prevent sub-adults and adults from entering the pump system.
- Caltrans SSP 14–1.02 Environmental Sensitive Area and SSP 14–6.03D(3) Biological Resource Information Program would be included in the contract.
- SSP: 14–6.03D(1) Contractor Supplied Biologist – A contractor-supplied biologist (CSB) would monitor work activities that could potentially impact sensitive biological resources.

It is anticipated there would be no effect to, and no impact to NWPT as a result of the proposed project; therefore, no compensatory mitigation is proposed.

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

c) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries/NMFS?

PLANT SPECIES

Brandegee's clarkia

Less Than Significant Impact. A large population of Brandegee's clarkia were observed within the ESL during botanical surveys. However, during construction of the proposed project Caltrans will implement Standard Measures and Best Management Practices (Section 1.7) including, but not limited to installation of ESA fencing around all identified special status species adjacent to the ESL. Thus, there would be a less than significant impact to Brandegee's clarkia.

Humboldt Lily

Less Than Significant Impact. Two individuals of Humboldt lily were observed within the ESL during botanical surveys. However, during construction of the proposed project Caltrans will implement Standard Measures and Best Management Practices (Section 1.7) including, but not limited to, installation of ESA fencing around all identified special status species where feasible. Thus, there would be a less than significant impact to Humboldt lily.

ANIMAL SPECIES

Northwestern Pond Turtle

Less Than Significant Impact. Based on CNDDB occurrence records and availability of suitable habitat, Caltrans is assuming presence of the Northwestern pond turtle (NWPT) in South Wolf Creek. There may be potential basking areas near the bridge structure; however, construction activity and noise would likely deter turtles from basking near the bridge during construction. Additionally, basking requires sunny, open areas and there is dense riparian habitat along the creek banks near the bridge. Therefore, as most of the creek banks lack sunny basking areas, NWPT would not likely be basking near the bridge.

During construction, Biological Resource (BR) Standard Measures and BMPs (outlined in Section 1.7 and in the "Animal Species" subsection above) would be implemented as part of the proposed project and included in the construction contract. Thus, there would be less than significant impacts to NWPT.

Per FESA, Caltrans has determined the project would have no effect to NWPT.

As a CDFW Species of Special Concern, it is anticipated project activities would result in no impact to NWPT.

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

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

SENSITIVE NATURAL COMMUNITIES

Goodding's Willow–Red Willow Riparian Woodland and Forest

Less than Significant Impact with Mitigation. A total of 3.53 acres of Goodding's Willow–Red Willow Riparian Woodland and Forest were identified within the project ESL. Due to proposed bridge work, culvert replacements, and shoulder widening activities, approximately 1.82 acres of this sensitive natural community could potentially be impacted; this includes 0.01 acre of temporary impacts and 1.81 acres of permanent impacts.

Temporary and permanent impacts would be minimized with implementation of the Standard Measures and BMPs outlined in Section 1.7. In addition, Caltrans would compensate for permanent project impacts to this sensitive natural community in accordance with permitting requirements set forth by CDFW. Final permit-driven mitigation ratios would be determined by CDFW during the permitting process to fully mitigate project impacts and account for any temporal loss of habitat function. Thus, the project would have a less than significant impact with mitigation on this sensitive natural community.

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

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands and Other Waters

Less Than Significant Impact With Mitigation. A total of 4.53 acres of potentially jurisdictional wetlands and other waters were identified within the project ESL; this includes 1.88 acres of forested wetland, 0.23 acre of seasonal wetland, 0.85 acre of ephemeral streams, 0.60 acre of intermittent streams, and 0.97 acre of perennial streams. Due to proposed bridge work, culvert replacements, and shoulder widening activities, approximately 1.25 acres of wetlands and other waters could potentially be impacted; this consists of 0.60 acre of temporary impacts and 0.65 acres of permanent impacts (Table 2).

Temporary and permanent impacts would be minimized with implementation of the Standard Measures and BMPs outlined in Section 1.7. In addition, Caltrans would compensate for permanent project impacts on aquatic resources in accordance with permitting requirements set forth by the USACE, CVRWQCB and CDFW. Final permit-driven mitigation ratios would be determined by USACE, CVRWQCB and CDFW during the permitting process to fully mitigate project impacts and account for any temporal loss of function. Thus, the project would have a less than significant impact with mitigation on wetlands and other waters.

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

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The existing roadway width currently impacts habitat connectivity and wildlife movement and migration. Unfenced access to cross the highway results in vehicle/animal strikes on the highway. The proposed project would widen the highway area by 8 to 16 feet to include a continuous two-way left turn lane (TWLTL) and wider shoulders, increasing wildlife connectivity impediment. To address this increased impediment, the proposed project would also include animal crossing features in the design of the bridge spanning Rattlesnake Creek, which would potentially improve wildlife movement and migration across the highway. Wildlife exclusion fencing would be added to direct animals away from the highway and toward the safe undercrossing bridge features. Therefore, for migratory wildlife corridors, there would be a less than significant impact.

While there are waterways within the project limits that meet the definition of critical habitat for migratory fish species, the fish are obstructed from reaching the habitat by the Camp Far West Dam. Therefore, for migratory fish, there would be no impact.

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

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

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

Less Than Significant Impact. The Mixed Oak Forest and Woodland Alliance carries a CRPR rank of S4, defined as “apparently secure- uncommon but not rare” and has been determined to be a non-sensitive natural community that is not regulated. The Nevada County General Plan–Wildlife and Vegetation Element (County of Nevada 1995e) includes conservation measures for projects under County lead. Construction of the proposed project would require the removal of vegetation adjacent to SR 49 in areas required for acquisition to state right of way in order to construct shoulder widening and a two-way left turn lane. These areas would be owned by the State after acquisition, and County ordinances would no longer apply. Vegetation removal in areas of project earthwork would be implemented pursuant to Caltrans’ Standard Measures and BMPs outlined in

Section 1.7. The proposed tree removals would be conducted within State right of way, located outside of any State Habitat Conservation Plan area, and would not conflict with the County implementing its oak tree policies for County lead projects. See Question b) above for replanting considered under the proposed project. For both Questions e) and f), there would be a less than significant impact.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as: the Archaeological Survey Report prepared August 2025 (Caltrans 2025b); the Historic Property Survey Report prepared on August 27, 2025 (Caltrans 2025f); the Historic Resources Evaluation Report prepared June 2025 (Caltrans 2025g); and consultation with local tribes. Based on the findings, and implementation of Caltrans' Standard Measures and BMPs outlined in Section 1.7, there would be no effect and no impact to Cultural Resources as a result of the project.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Not Applicable	Not Applicable	Not Applicable	Applicable

"Less Than Significant Impact" and "No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Energy Analyses Memorandum prepared on February 13, 2025 (Caltrans 2025d).

Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

CEQA Guidelines Section 15126.2(b) and CEQA Guidelines Appendix F—Energy Conservation require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

Avoidance, Minimization and Mitigation Measures

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

Discussion of CEQA Environmental Checklist Question 2.6—Energy

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

Less than Significant Impact. Proposed project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. As indicated in Table 5, energy use associated with proposed project construction is estimated to result in the total short-term consumption of 42,356 gallons from diesel-powered equipment, 12,300 gallons from gasoline-powered equipment, and approximately 6,855 kWh from electric-powered equipment. This demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy.

Table 5. Annual Construction Fuel and Electricity Consumption

Construction year	Fuel Consumption (gallons)		Electricity (kWh)
	Diesel Equipment	Gasoline Equipment	Electric Equipment
2027	13,193	2,469	1,197.820
2028	28,092	9,127	5,166.457
2029	1,071	704	491.196
Total	**42,356**	**12,300**	**6,855.472**

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

No Impact. The proposed project would be designed and constructed to comply with the applicable requirements. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, no impact would occur.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Not Applicable	Not Applicable	Not Applicable	Applicable
ii) Strong seismic ground shaking?	Not Applicable	Not Applicable	Not Applicable	Applicable
iii) Seismic-related ground failure, including liquefaction?	Not Applicable	Not Applicable	Not Applicable	Applicable
iv) Landslides?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Result in substantial soil erosion or the loss of topsoil?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Not Applicable	Not Applicable	Not Applicable	Applicable

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the California Department of Conservation’s Geological Survey website accessed April 28, 2025 (California Department of Conservation 2010) and the Paleontological Resources Assessment prepared on April 9, 2025 (Caltrans 2025k). Based on the findings, and implementation of Caltrans’ Standard Measures and BMPs outlined in Section 1.7, there would be no effect and no impact to Geology and Soils resources as a result of the project.

2.8 Greenhouse Gas Emissions

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not Applicable	Not Applicable	Applicable	Not Applicable

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.

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 (Caltrans 2025c).

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.

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 (CAFE) 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. These standards are periodically updated and published through the federal rulemaking process.

State

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

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

Environmental Setting

The proposed project is on SR 49 located south of the city of Grass Valley in Nevada County. The surrounding land uses are primarily residential agriculture, with some commercial and industrial parcels. Businesses are mainly located at the southern limit and to the northeast of the project area. The topography of the area consists of broad rolling hills with small low-density apartments and single-family residential development. Open, undeveloped areas consist primarily of oak/pine woodlands with grasslands and chaparral.

The proposed project is included in the Nevada County Transportation Commission Regional Transportation Plan which supports efforts to reduce GHG outlined in EO-B-30-15.

GHG Inventories

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

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% 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 CO_2, 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 (Figure 4). 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).

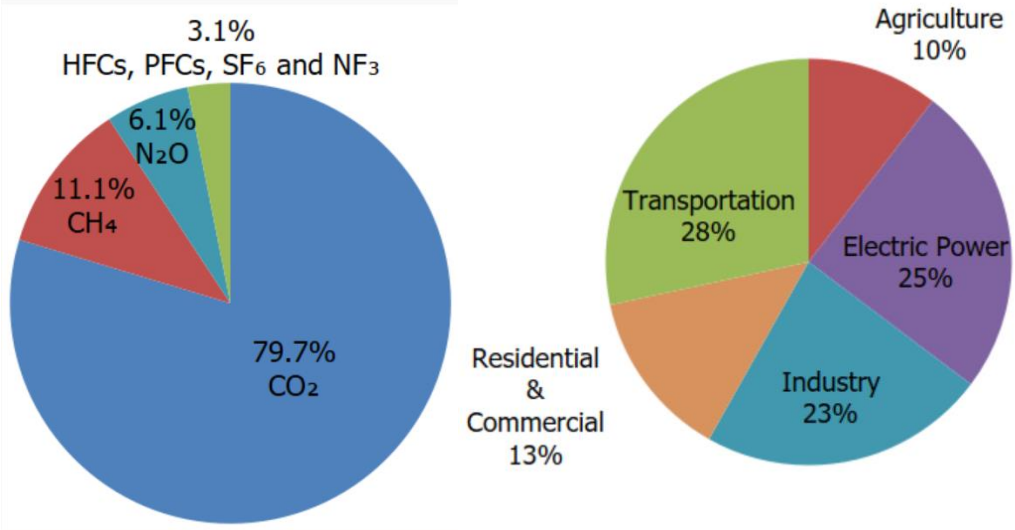


Figure 4. U.S. 2022 Greenhouse Gas Emissions

(Source: U.S. EPA 2024b)

State GHG Inventory

The CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 5). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 6) (CARB 2023).

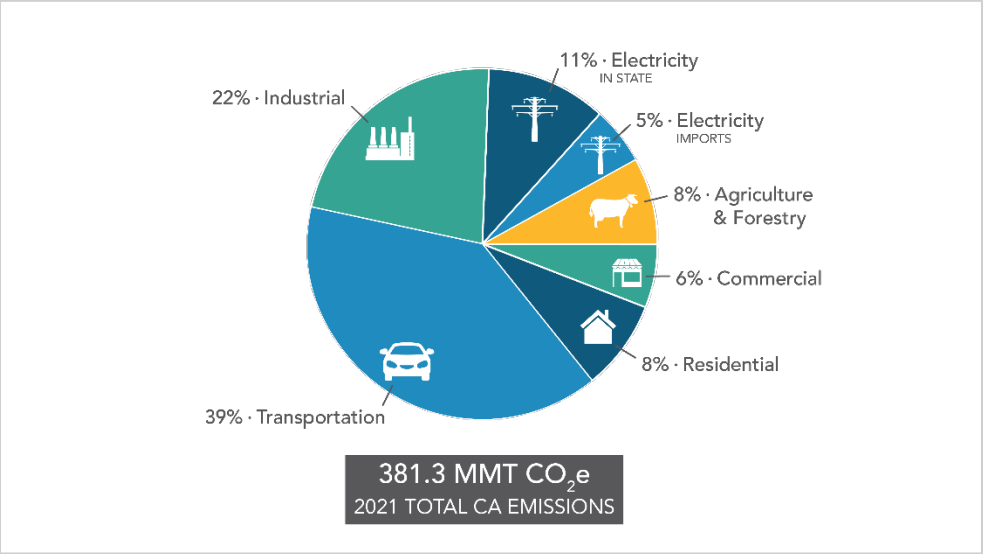


Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector

(Source: CARB 2023)

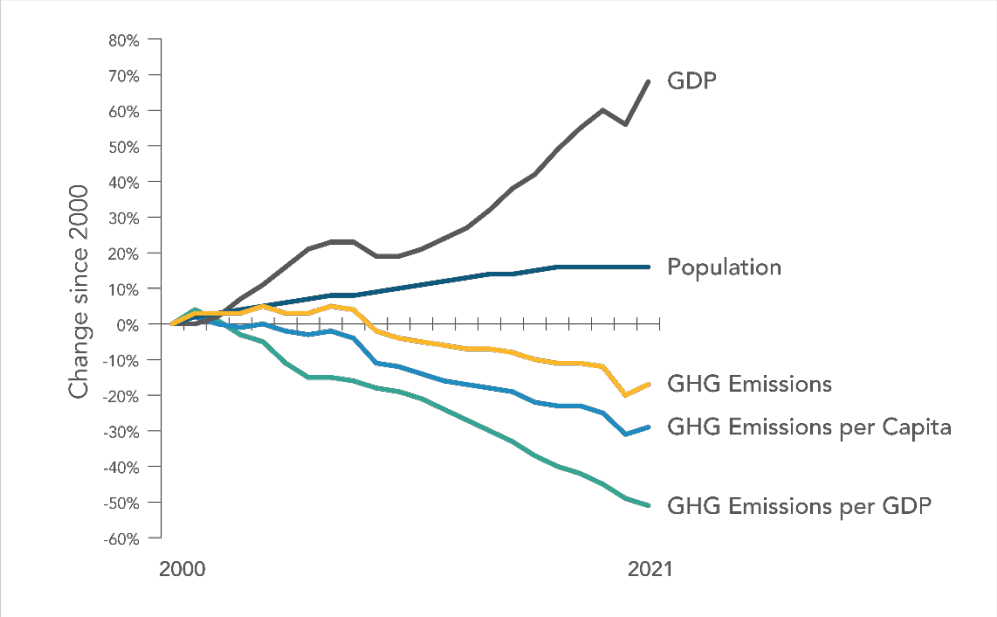


Figure 6. Change in California GDP, Population, and GHG Emissions since 2000

(Source: CARB 2023)

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent

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

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, CARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels.

The project area is not within the jurisdiction of an MPO and therefore not subject to CARB GHG reduction targets. However, the Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency (RTPA) for the project area. Table 6 below identifies reduction policies from the NCTC 2045 RTP.

Table 6. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Nevada County Zero Emission Transition Plan (Nevada County Transportation Commission 2025)	• Nevada County will focus its initial transition on light-duty electric vehicles for the first several years • Providing sidewalks to destinations where they don't exist • Reducing roadway congestion and improving travel time for goods movements. • Transit services that run more frequent.
Nevada County General Plan (County of Nevada 1995a, Circulation Element updated 2010)	• Policy RD-4.3.3: Nevada County shall work with local Transportation Management Associations (TMAs) to increase opportunities for ridesharing, transit use and other means of reducing demand for additional roadway capacity.

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.

Operational Emissions

The purpose of this project is to address existing evacuation barriers identified at bottleneck locations on the corridor. The proposed modifications would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor that would cause an increase in emissions relative to the No-Build Alternative. Because the project would not increase the number of travel lanes on SR 49, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

Construction is anticipated to begin in May 2027 and occur over approximately 500 working days. Construction GHG emissions consist of emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays and detours due to construction. These emissions would be generated at different levels through the construction phase.

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 CARB 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.

Table 7. CAL-CET Estimates of GHG Emissions During Construction

Construction Year	CO_2 (US tons)	CH_4 (US tons)	N_2O (US tons)	HFC-134a (US tons)	BC (US tons)	CO_2e* (Metric tons)
2027	174	0.005	0.008	0.004	0.007	168
2028	407	0.009	0.021	0.011	0.016	395
2029	19	0.000	0.001	0.001	0.000	19
Total	**599**	**0.014**	**0.030**	**0.015**	**0.024**	**581**

* A quantity of GHG in US tons is expressed as carbon dioxide equivalent (CO_2e) in metric tons that can be estimated by the sum after multiplying each amount of CO_2, CH_4, N_2O, BC, and HFCs by its global warming potential (GWP). Each GWP of CO_2, CH_4, N_2O, BC, and HFCs is 1, 25, 298, 460, and 1430, respectively.

Discussion of CEQA Environmental Checklist Question—Greenhouse Gas Emissions

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increased operational GHG emissions since it would not increase capacity of SR 49 nor change travel demands or traffic patterns as compared to the No-Build Alternative. The project would not increase the number of travel lanes on SR 49, so no increase in vehicle miles travelled (VMT) would occur. Therefore, the overall impact of GHG would be less than significant.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHG. Emissions would be temporarily increased during the construction of the proposed project; however, with implementation of construction GHG reduction measures and Caltrans' Standard Measures and BMPs (Section 1.7), there would be a less than significant impact.

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

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations,

market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (CARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research 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 green spaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released Natural and Working Lands Climate Smart Strategy (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016) set an interim target to cut GHG emissions to 40% 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 2021).

Caltrans Strategic Plan

The *Caltrans 2024–2028 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 2024a).

Caltrans Policy Directives and Other Initiates

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

Project-Level GHG Reduction Strategies

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

- The construction contractor(s) must comply with the Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance with all applicable laws and regulations related to air quality, including the Central Valley Regional Air Quality Management District regulations as well as local ordinances.
- Compliance with Title 13 of the California Code of Regulations (CCR), which includes idling restrictions of construction vehicles and equipment to no more than 5 minutes.
- Caltrans' Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).

- Utilize a Transportation Management Plan to minimize vehicle delays.
- To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Maintain equipment in proper tune and working condition.
- Where feasible, the removal of established trees and vegetation would be minimized (Aesthetic Resources BMP AR-5).
- Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) and/or flagging installed before start of construction to demarcate areas that will be protected. Such areas include, but are not limited to wetlands and riparian vegetation, including trees and their root systems.
- If previously vegetated, temporary access roads, construction easements, and staging areas would be restored to a natural contour and revegetated with regionally appropriate native vegetation.
- Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.
- Provide signs and striping necessary for approximately 81,300 linear feet of Class III bike lanes and pave pullouts for existing bus stops along the project route to encourage low- and zero-emission transportation options on SR 49.

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.

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

State Efforts

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

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

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

Caltrans Sustainability Programs

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

Project Adaptation Analysis

The adaptation analysis is intended to demonstrate how the proposed project will be adapted for resiliency to future climate change effects. Future changes in precipitation, flooding, wildfires, and temperature were considered in the planning and design decisions for the proposed project.

The primary purpose of this proposed project is to widen SR 49 by increasing shoulder widths and adding a continuous two-way left turn lane (TWLTL) throughout the project limits, in addition to widening the existing bridge at South Wolf Creek (PM 3.63). The aim of these improvements is to provide increased lanes of egress in the event of a wildfire evacuation or similar emergency situation. In this way, the proposed project is directly planning for resiliency to future climate change effects.

The project proposes to replace and extend existing drainage systems to accommodate the widening of the roadway. The new drainage features would be designed to perpetuate flow in the existing direction and would have similar or greater capacity than what currently exists. The upgraded and rehabilitated culverts would better facilitate runoff during precipitation events. This would increase resiliency of the drainage systems against flooding from changing precipitation.

The project also proposes to remove the existing double box culvert at Rattlesnake Creek (PM 7.48), replacing the culvert with a single span bridge; thereby restoring the natural channel of the creek. This would also serve to increase resiliency of the creek and surrounding watershed against flooding events.

The proposed project's purpose is to address existing evacuation barriers identified at bottleneck locations on SR 49. The proposed project would not exacerbate the effects of climate change related to CEQA topics such as sea level rise, riverine flooding, hazards, and wildfire.

Climate-change risk analysis involves uncertainties as to the timing and intensity of potential risks, although the analysis uses the best available science.

Sea Level Rise

The proposed project is outside the Coastal Zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected (Figure 7).

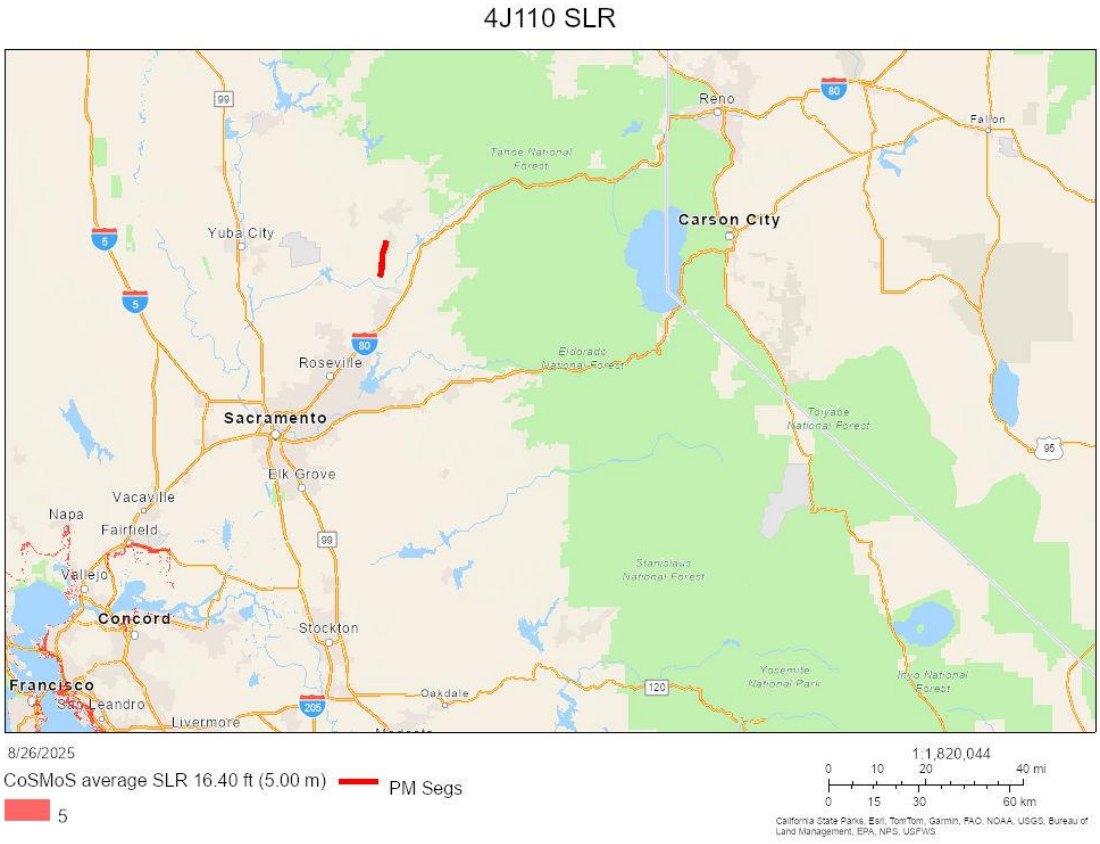


Figure 7. Sea Level Rise within the Project Area

Precipitation and Flooding

The Caltrans Climate Change Vulnerability Assessment for District 3 (Caltrans 2019) mapped the potential climate impacts to the district's portion of the State Highway System (SHS) by comprising a database of climate stressors and using the relative geospatial data to gauge the vulnerability. To determine the impacts due to precipitation and flooding to the proposed project area on SR 49 and the surrounding areas, the 100-year flood event was assessed to project how 100-year flood rainfall is to change as a result of climate change. The 100-year flood event is commonly used in the sizing and design of culverts and drainage systems. In most cases, it is assumed that the 100-year flood is caused by a 100-year precipitation event. For the proposed project area, the 100-year rainfall precipitation depth is projected to increase by as much as 5.0–9.9 % through 2055 and 10–14.9% through 2085.

Floodplain impacts are expected to be minimal in the one location where the roadway crosses a designated 100-year floodplain at South Wolf Creek, PM 3.61. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), for Nevada County, California, and Incorporated Areas indicates the location of the proposed project is within FEMA Zone A floodplains, denoting "an area subjected to 1 percent annual-chance flood." Caltrans, in the Floodplain Hydraulics Study (Caltrans 2025e), has determined that risk of a 100-year flood inundating the project site at this location is low. All other areas of the project site are located within FEMA Zone X, denoting an "Area of Minimal Flood Hazard." FEMA uses unshaded Zone X to characterize areas determined to be outside of the 0.2-percent annual chance flood (500-year flood) (FEMA 2025a, 2025b).

This project proposes to replace and extend culverts to accommodate widening of the roadway. It is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. In support of current design standards, the proposed project would improve drainage systems to reduce the risk of localized flooding and protect the integrity of the roadbed during precipitation events.

Wildfire

The proposed project is located in a State Responsibility Area (SRA) in Nevada County. Within the SRA, the proposed project is located within *high* and *very high* Fire Hazard Severity Zones (FHSZ) as shown in Figure 8.

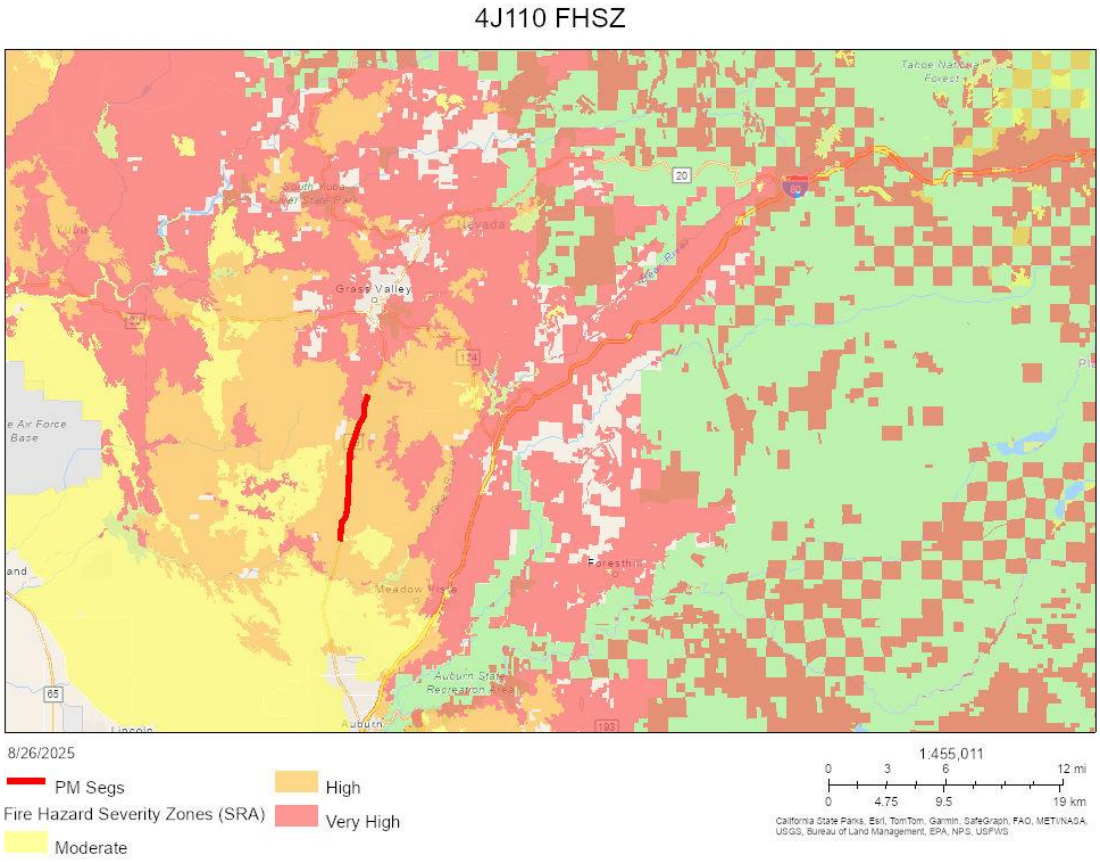


Figure 8. Fire Hazard Severity Zones in the Project Area

Caltrans Standard Specifications mandate fire prevention procedures, including a Fire Prevention Plan, to avoid accidental fire starts during construction. The project is therefore expected to be resilient to the risk of wildfire.

The Caltrans Climate Change Vulnerability Assessment for District 3 identifies the proposed project site to have a High Wildfire Exposure (Caltrans 2019). The projections are based on the Representative Concentration Pathways (RCP) 8.5 Emissions Scenario. By 2099, the project area is projected to remain in an area of High Wildfire Exposure (Caltrans 2019).

Changes in precipitation due to climate change are projected to result in more frequent drought periods and storm events, producing heavier rainfall and leading to an increase in fuels in already fire prone locations. The culverts within the project limits will be replaced by those which have the same or greater capacity, which is expected to reduce the risk of slope instability if a wildfire were to leave areas with steep slopes exposed.

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.

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people	Not Applicable	Not Applicable	Not Applicable	Applicable

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
residing or working in the project area?				
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Not Applicable	Not Applicable	Not Applicable	Applicable

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act (CWA)
- Clean Air Act (CAA)
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act

- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

An Initial Site Assessment (ISA) was completed on August 29, 2025 (Caltrans 2025h). The purpose of the ISA is to identify any hazardous waste issues within and adjacent to the project area that could affect the project's design, constructability, feasibility, and/or cost. A records search of federal, state, and local databases, review of maps and reports, and a field inspection were conducted.

The proposed project consists of 7.7 miles of SR 49, including one existing reinforced concrete bridge at South Wolf Creek. Roadway widening activities with a potential to involve or release hazardous materials include:

- Operation, maintenance and storage of heavy equipment.
- Removal of painted striping and markings.
- Removal of signposts and guardrails.
- Widening of the existing bridge.
- Removal and/or extension of existing culverts and other drainage features.
- Disturbance of soils and rock features within the right-of-way.

Environmental Consequences

Humans and the environment could be exposed to hazardous conditions from the accidental release of hazardous materials during construction activities. Construction would involve the use of heavy equipment, involving small quantities of hazardous materials (e.g., petroleum products and other chemicals used to operate and maintain construction equipment) that may result in hazardous conditions in the project area. Additional hazardous materials that may be encountered during the proposed project are discussed in the following sections.

Naturally Occurring Asbestos

A geologic evaluation regarding Naturally Occurring Asbestos (NOA) was conducted within the project limits. This evaluation included a review of geologic maps and reports including data prepared by the California Geological Survey (CGS) and the United States Geological Survey (USGS). The evaluation does indicate the potential presence of altered ultramafic bedrock, alluvium derived from ultramafic rock, or other rock commonly associated with NOA.

Cortese List

The Cortese List is a compilation of contaminated sites identified by following agencies:

- California State Water Resources Control Board

- California Integrated Waste Management Board (CalRecycle)
- California Department of Toxic Substances Control (DTSC)

This list was reviewed as part of the initial screening for this project. The list, or a property's presence on the list, has bearing on the local permitting process as well as on compliance with CEQA. The proposed project is not within or impacting any site on the Cortese List.

Lead in Soil

Aerially deposited lead (ADL), from the historical use of leaded gasoline, exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the State Highway System (SHS) right of way within the limits of the project would be managed under the July 1, 2016, ADL Agreement between Caltrans and DTSC. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

Thermoplastic Paint Striping and Pavement Markings

SR 49 has thermoplastic paint and/or pavement markings. Thermoplastic striping and markings may contain elevated concentrations of lead chromate and hexavalent chromium (if manufactured prior to 2005) and painted markings manufactured prior to 1997.

Treated Wood Waste

Treated wood waste (TWW) is wood with preservative chemicals that protect it from insect attack and fungal decay during use. Typical uses in the highway environment include signposts, metal beam guardrail posts, and lagging on retaining walls. The chemical preservatives used are hazardous and pose a risk to human health and the environment. Arsenic, chromium, copper, creosote and pentachlorophenol are among the chemicals used in treatments. These chemicals are known to be toxic or carcinogenic. Harmful exposure to these chemicals may result from dermal contact with TWW from inhalation or ingestion of TWW particulate (e.g. sawdust and smoke) as this material is handled.

Cured-in-Place-Pipe

Cured-in-Place-Pipe (CIPP) may be present within drainage features on this proposed project. Culverts or other features that contain CIPP may have the potential to contain hazardous waste in the form of styrene, a highly volatile chemical used in the liner.

Asbestos and Lead Paint

Concrete bridge structures on the SHS have the potential to contain asbestos and/or lead paint. The bridge at South Wolf Creek will require additional assessment prior to the start of construction activities to determine the presence or absence of asbestos and/or lead paint.

Avoidance, Minimization and Mitigation Measures

The Initial Site Assessment (ISA) prepared for the project (Caltrans 2025h) requires an additional Site Investigation (SI) to be conducted prior to the start of construction activities. The SI would quantify concentrations of hazardous materials within the work area due to ADL, NOA, and bridge asbestos/lead paint. Additional avoidance and minimization measures, aside from the Standard Measures and BMPs outlined in Section 1.7, may be created. However, based on the scope and location of the proposed project, mitigation measures for hazardous materials are not anticipated.

The proposed project would require the permanent acquisition of property adjacent to the existing right of way, including easements. A Hazardous Materials Disclosure Document (HMDD) will be required before any proposed property acquisitions can be finalized. Therefore, additional investigations will be required to assess the presence or absence of hazardous materials within each of the proposed property acquisitions.

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

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

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

Less Than Significant Impact. Although the project scope does include the potential disturbance, removal, and transportation of elements such as ADL, NOA, TWW, and thermoplastic paint/striping, these would be handled using Standard Measures and Best Management Practices (BMPs), as outlined in Section 1.7. In addition, the Site Investigation performed prior to the start of construction activities will provide more information about the type, location and concentrations of hazardous materials present within the work area, which would prompt the creation of more detailed provisions and specifications. These measures would ensure hazardous emissions and materials are either contained within the project area or are safely disposed of, so as not to release into the environment, following all applicable laws and/or regulations. The proposed project site is not located within one-quarter mile of an existing or proposed school. Therefore, impacts would be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. This project is not located on a “Cortese” site, or 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. Therefore, there would be no impact.

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

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

No Impact. The project scope would not change the highway access, use, configuration, or location, so it would not affect the implementation or physically interfere with any emergency response plan(s) or emergency evacuation plan(s) as delineated within the Nevada County General Plan – Safety Element updated in 2020 (County of Nevada 2020b). Caltrans' Transportation Management Plan would ensure that emergency response agencies and service providers would be notified of the project construction schedule, would have access to SR 49 throughout the construction period, and receive prior notification of lane closures. Emergency vehicles would be accommodated through any temporary land closures and, if a wildland fire were to affect the area, work would stop and evacuation routes would be accessible. Therefore, there would be no impact.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	Not Applicable	Not Applicable	Applicable	Not Applicable
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Not Applicable	Not Applicable	Applicable	Not Applicable
(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	Not Applicable	Not Applicable	Applicable	Not Applicable
(iv) impede or redirect flood flows?	Not Applicable	Not Applicable	Applicable	Not Applicable

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not Applicable	Not Applicable	Applicable	Not Applicable

Regulatory Setting

The primary laws and regulations governing hydrology and water quality include:

- Federal: Clean Water Act (CWA)–33 USC 1344
- Federal: Executive Order for the Protection of Wetlands–EO 11990
- State: California Fish and Game Code (CFGC)–Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act– Sections 13000 et seq.

Affected Environment

A Water Quality Assessment was prepared on May 22, 2025 (Caltrans 2025l) and a Floodplain Hydraulics Study prepared March 2025 (Caltrans 2025e).The project location has an elevation of approximately 1400 feet at the southern end and slowly increases to approximately 2200 feet at the northern end. This project is located within the hydrologic area of the Upper Bear River, the Wolf Creek watershed, and sub-watershed Rattlesnake Creek-Wolf Creek. This area is under the jurisdiction of the State Water Resources Control Board (SWRCB) Region 5, whose water quality regulations are administered by the Central Valley Regional Water Quality Control Board (CVRWQCB) and lies within the Wolf Creek Hydrologic Sub Area #516.32 in the Bear River Hydrologic Unit.

Highway drainage features typical to this corridor include largely pervious shoulders, with stormwater directed to surrounding forest land and roadside creeks such as Rattlesnake Creek and Wolf Creek.

Environmental Consequences

The project proposes to widen SR 49 to accommodate a continuous two-way, left turn lane (TWLTL) and increase the northbound and southbound shoulders to a minimum of 8 feet, which would require cut/fill, grading and extension of associated drainage features that manage highway runoff. The project proposes to replace and/or extend 87 corrugated steel pipe (CSP) culverts with reinforced concrete pipe (RCP) culverts along the project route. During the design phase of the project, hydrologic and hydraulic analyses of culverts within the project limits will be conducted and some of the culverts may be replaced by those of a larger diameter. The increase in diameter of a culvert conveying jurisdictional waters may improve the channel condition by reducing the occurrence of flowing water upstream of the culvert and decreasing water velocities at the outlet. This would decrease the erosion of bed, bank and channel both upstream and downstream of the culvert. Potential temporary impacts to water quality could occur during construction activities, roadway widening, grading, and culvert work.

The potential for turbidity impacts (i.e. soil and sediment migration) from erosion is specifically of concern from construction-related activities; however, those impacts would be minimized through implementation of Section 13 of the Standard Specifications which guide compliance with water quality laws, regulations and permits. Any impacts to wetlands must be addressed, as per No Net Loss policies for wetlands (Caltrans 2024b). If construction takes more than one season, winterization strategies would need to be implemented. Any temporary impacts to Waters of the U.S. or Waters of the State lasting more than one year are deemed permanent impacts by permitting agencies due to temporal loss of function.

The proposed project scope and associated construction scenario proposes to perform work within jurisdictional waterways; therefore, the project is anticipated to be subject to CWA Section 404 regulations and permitting and a CDFW 401 Certification (Caltrans 2025i).

Standard Measures and Best Management Practices (BMPs), as outlined in Section 1.7, will be incorporated into the project, as well as BMPs from the Caltrans Construction Site BMP Manual (Caltrans 2017). Additional BMPs will also likely be incorporated in the approved project-specific Stormwater Pollution Prevention Plan (SWPPP) during the construction phase of the project to address specific items of work.

Avoidance, Minimization and Mitigation Measures

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

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

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

Less Than Significant Impact. The discharge of stormwater runoff from construction sites could have the potential to affect water quality standards, water quality objectives and beneficial uses. Potential pollutants and sources include sediment; non-stormwater (groundwater, waters from cofferdams, dewatering, water diversions) discharges; vehicle and equipment cleaning agents, fueling, and maintenance; waste materials and materials handling; and storage activities. The project would be required to follow the conditions of Caltrans' Statewide NPDES Permit (Stormwater Permit) issued by the SWRCB. This statewide permit defines waste discharge requirements for stormwater and non-stormwater discharges from Caltrans' properties and facilities, and discharges associated with operation and maintenance of the State Highway System. In addition, Caltrans' Stormwater Permit requires Caltrans follow strict and robust guidelines and protocols for implementing approved minimization and avoidance measures and BMPs meant to protect environmental resources, groundwater, and receiving waters for the duration of project activities. Therefore, these impacts would be considered less than significant.

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

Less Than Significant Impact. Construction of the proposed project would increase the amount of impervious surface within the project limits, potentially reducing groundwater recharge rates. However, implementation of Caltrans' Standard Measures, BMPs, and TBMPs during and after construction would minimize impacts to surface water runoff. Preservation of the existing vegetation on all slopes, and other related surroundings, would be done in accordance with environmental permits and/or agreements. All slopes and Disturbed Soil Areas (DSAs) would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features that would increase the perviousness of the treated area(s) would be implemented, as feasible. Thus, there would be a less than significant impact.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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, impede or redirect flood flows?

Less Than Significant Impact. The project drainage work is anticipated to perpetuate the existing stormwater drainage conditions to the maximum extent feasible. New drainage features would be designed to meet current standards and would flow in the existing direction and have similar or greater capacity than what currently exists. Drainage would be designed to accommodate any anticipated changes in flow resulting from the addition of approximately 26.13 acres of new impervious surface area. The project does not reside in a segment identified as being prone to erosion and work on the existing drainage system would not substantially alter the existing drainage pattern of the area.

Approximately 75 acres of land disturbance would occur; therefore, the project would require coverage under the Construction General Permit (CGP). Compliance with the CGP is anticipated to address the implementation of minimization and avoidance measures, Standard Measures and BMPs, and field implementation strategies outlined in the Contractor-prepared and Caltrans-approved Stormwater Pollution Prevention Plan (SWPPP). These would likely include temporary soil stabilization measures, linear sediment barriers (e.g., silt fence, gravel bag berms, fiber rolls), and construction site waste management (e.g., concrete washout, construction materials storage, litter/waste management) among other approved controls meant to prevent erosion and siltation for the duration of project activities. In compliance with Caltrans' MS4 Permit, permanent treatment BMPs would be incorporated into the project design, where applicable and feasible, to treat stormwater runoff from the aggregated quantity of new impervious surface areas that reach or exceed the required threshold. Therefore, any impacts that may occur would be considered less than significant.

The project limits fall within the following FEMA flood zone types:

- effective 100-Year Floodplain with no determined Base Flood Elevation or Depth, subject to a 1% annual chance of flooding-*Zone A*
- Other Areas of Flood Hazard 0.2% Annual Chance Flood Hazard, Areas with 1% annual chance of flood with average depth of less than one (1) foot or with drainage areas of less than one square mile-*Zone X* (FEMA 2025a and 2025b)

All drainages within the project limits would retain their current flow pattern. Although there are four proposed retaining walls within the project limits, these structures would be incorporated into the existing highway fill for stability and would not be outside the footprint of the original highway slope fill. Temporary impacts, if any, would primarily occur during the construction phase of the project.

The current double-box culvert at Rattlesnake Creek is proposed to be removed and replaced with a single span bridge. This would restore a more natural channel, which would be more beneficial in a potential flood by removing a bottleneck to water flow. Temporary impacts would primarily occur during the construction phase of the project.

The project proposes to extend the existing bridge located at South Wolf Creek. This is the only location within the project limits that is within the FEMA Zone A 100-Year Floodplain. However, the existing bridge contains pier walls that are located parallel to the flow of South Wolf Creek. The project proposes to extend the current structures; thus, there would be no new impediments to water flow. Temporary impacts are anticipated during the construction phase of the project. Therefore, the overall proposed project would have a less than significant impact.

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

Less Than Significant Impact. A portion of the proposed project is located in an area designated by FEMA as a 100-Year Floodplain. The project occurs within a total maximum daily load (TMDL) watershed. The project would be required to follow the conditions of the Caltrans-approved Water Pollution Control Program (WPCP) or SWPPP to address onsite pollutants and the proper storage and containment of deleterious material that may impact receiving waters in the event of a flood threat. These impacts would be considered less than significant.

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

Less Than Significant Impact. The project location is under the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB) and is expected to be in compliance with all applicable NPDES regulatory permits, including the Regional Basin Plan. Implementation of Caltrans Standard Measures and BMPs (Section 1.7) are anticipated to protect water quality resources within the project limits. Therefore, impacts would be considered less than significant.

2.11 Land Use and Planning

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as Nevada County General Plan - Land Use Element updated in 2020 (County of Nevada 2020a).

Potential impacts to Land Use or Planning are not anticipated as the project scope would be restricted to the existing roadway and immediately adjacent areas and would not include an extension or expansion of a highway system that would encourage an increase in highway travelers. Therefore, the project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur, and no mitigation measures would be required. Therefore, there would be no impact to an established community.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as Department of Conservation Mineral Resources Map accessed April 28, 2025 (Department of Conservation 2015), and the Nevada County General Plan – Mineral Management Element updated in 1995 (County of Nevada 1995c). Potential impacts to Mineral Resources are not anticipated due to the project scope, previous road cut and fill activities, and lack of identified mineral resources within the project limits.

There are no designated mineral resource areas of state or regional importance in the project area, and the proposed project would not reduce the availability of a locally important mineral resource recovery site.

2.13 Noise

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

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide a broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA).

Affected Environment

The proposed project is located in a largely rural portion of Nevada County. Properties adjacent to the project include a mix of commercial, residential and vacant land uses. Topography includes gently rolling hills resulting in large cuts and fills along portions of the roadway. In some areas there are substantial cut banks that shield nearby receptors from traffic noise. The dominant noise source in the area is traffic noise from SR 49.

Environmental Consequences

A Noise Analysis for the proposed project was completed in August 2025 (Caltrans, 2025j). The proposed project would construct a two-way, left turn lane which would shift travel lanes away from the centerline by approximately four to eight feet in each direction. The project meets the classification of a Type III project under 23 CFR 772. The change in horizontal alignment is less than half the distance between the roadway and residences or businesses. Earthwork associated with vertical changes to the highway would not substantially change the line of sight between highway users and residents or businesses.

Residents and business visitors may be temporarily exposed to elevated noise levels during roadway construction operations. The nearest residential land use is located within 100 feet of the proposed construction area, and the nearest residence is approximately 50 feet from the area of pile driving activities. Project construction is anticipated to include the following activities:

- Land clearing and grubbing
- Earthwork
- Paving
- Bridge and retaining wall construction (excluding pile driving)
- Vibratory or impact pile driving
- Controlled blasting of existing rock formations
- Nighttime construction activities

Avoidance, Minimization and Mitigation Measures

Standard Measures and Best Management Practices (BMPs), as outlined in Section 1.7, would be incorporated into the project. The additional measures may be utilized to minimize noise during construction operations:

- Near residential areas, limit operations involving pile driver, jackhammer, concrete saw, pneumatic tools, demolition and blasting to daytime hours
- Notify residents within 500 feet of the project area at least two weeks prior to the start of nighttime construction activities (if any)
- Noise associated with blasting activities is controlled by Caltrans Standard Specification Section 14-9.03 “Blasting.”

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

Discussion of CEQA Environmental Checklist Question 2.13—Noise

a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

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

Less Than Significant Impact. According to the Noise Assessment prepared in August 2025 (Caltrans 2025j), permanent impacts to ambient noise are not anticipated as the proposed project would not increase traffic volume, composition or speeds on SR 49 as compared to the No-Build conditions.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate project vicinity. Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction noise levels would vary on a day-to-day basis during each phase of the proposed project depending on the specific task being completed. The closest receptors to construction noise would be residents and businesses located adjacent to SR 49. Construction is expected to begin in 2027 and would continue for four consecutive construction seasons with different intervals of noise-producing activities. Pile driving activities are anticipated during construction of retaining walls, but noise associated with these and all other construction activities would be minimized via implementation of the Standard Measures and BMPs outlined in Section 1.7.

The project is not expected to generate excessive groundborne vibration or groundborne noise within close proximity to potential receptors. Vibration levels would be perceptible at various locations and may cause disturbances at residences near the project area during operation of heavy equipment. However, these effects would be short-term and intermittent and would cease once construction is completed. Therefore, due to the temporary nature of noise and vibration generated during construction, there would be a less than significant impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. This project is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport. Therefore, there would be no impact.

2.14 Population and Housing

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County General Plan - Housing Element dated June 25, 2019 (County of Nevada 2019).

Potential impacts to Population and Housing are not anticipated due to the project scope being restricted to the roadway or immediately adjacent areas. The proposed project would not displace residents from their housing. The project proposes to widen the shoulders of the existing highway system that would be used only for evacuation and emergency response; the expanded shoulders would not induce population growth.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	Not Applicable	Not Applicable	Applicable	Not Applicable
Police protection?	Not Applicable	Not Applicable	Applicable	Not Applicable
Schools?	Not Applicable	Not Applicable	Applicable	Not Applicable
Parks?	Not Applicable	Not Applicable	Not Applicable	Applicable
Other public facilities?	Not Applicable	Not Applicable	Not Applicable	Applicable

Affected Environment

Fire Protection

A fire station is located at both ends of the project area. Nevada County Consolidated Station 88 is located north of the project at the intersection of SR 49 and Allison Ranch Road. The Nevada County Consolidated District serves the northern portions of the project limits from South Wolf Creek to the outskirts of Grass Valley and Nevada City, including the community of Alta Sierra which is located adjacent to the project limits. Higgins Fire Protection District Station 21 is located at the intersection of SR 49 and Combie Road, on the south edge of the project limits. The Higgins Fire District serves southern Nevada County roughly between the Bear River and Wolf Creek.

Police Protection

The Nevada County Sheriff's Office serves the people of Nevada County by providing law enforcement to the unincorporated areas. The California Highway Patrol provides policing services along the SR 49 corridor.

Schools

There are no schools located within or immediately adjacent to the project limits. However, Bear River High School, Cottage Hill School and the Magnolia Intermediate School are located within one to two miles of the Wolf/Combie intersection with SR 49 at the south end of the project limits.

Environmental Consequences

The proposed project would not result in direct or long-term impacts on emergency services, schools, parks, or public facilities. During construction, lane closures may be required. Any required temporary lane closures would be coordinated with emergency service providers so as not to hinder emergency responses. The project is not anticipated to adversely affect response time for emergency services associated with fire station or police department personnel. Once complete, the project is anticipated to improve response times of emergency services by providing additional space in the center turn lane and widened shoulders to coordinate traffic flow during emergency evacuation situations. In addition, the proposed project is intended to improve visibility and safety on SR 49 by upgrading Transportation Management Systems (TMS), creating the center turn lane and providing additional

shoulder space for disabled vehicles to have distance from moving traffic. These improvements would result in fewer emergency service calls.

Temporary lane closures required during construction may affect the transit times of school buses traveling on SR 49. The project Transportation Management Plan Data Sheet stipulates that affected parties would be notified in advance of proposed delays or closures.

Avoidance, Minimization and Mitigation Measures

Any required temporary lane closures would be coordinated with emergency service providers in accordance with BMP TT-1 in the Traffic and Transportation section of Chapter 1.7. No additional minimization or mitigation measures are anticipated.

Discussion of CEQA Environmental Checklist Question 2.15—Public Services

> ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, Police Protection, and Schools?***

Less Than Significant Impact. The project scope does not include extension or expansion of a highway system that may induce population growth, so new or expanded government facilities would not be required according to the Nevada County General Plan–Public Facilities and Services Element updated in 1995 (County of Nevada 1995d). Although there would be temporary, short-term lane closures during construction, a Transportation Management Plan would be created to ensure all emergency response agencies and other affected parties, including schools, in the project area would be notified of the project construction schedule and would have access to State Route 49 throughout the construction period. Therefore, there would be a less than significant impact.

> ***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: Parks and Other Public Facilities?

No Impact. There are no parks or other public facilities within or adjacent to the project limits, therefore there would be no impact.

2.16 Recreation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Not Applicable	Not Applicable	Not Applicable	Applicable
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?	Not Applicable	Not Applicable	Not Applicable	Applicable

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as Nevada County General Plan – Public Facilities and Services Element updated in 1995 (County of Nevada 1995d). Potential impacts to Recreation facilities are not anticipated as the scope of work is restricted to roadway/culvert and bridge work, with no recreational facilities being affected directly or indirectly by the project.

2.17 Transportation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: d) Result in inadequate emergency access?	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County General Plan – Circulation Element updated in 2010 (County of Nevada 2010) and the Nevada County Transportation Commission (NCTC) 2016 Regional Transportation Plan (RTP) (NCTC 2016).

The proposed project does not conflict with transportation programs, plans or ordinance. The project proposes widening the roadway but would not increase vehicular capacity, and thus would not conflict with CEQA Guidelines § 15064.3, subdivision (b). The proposed project would maintain and upgrade existing facilities; including realignment of the roadway, which would potentially help to reduce existing curves within the project limits. The proposed project does not include any work that would impede emergency access. The project would not block any roadways or require temporary closures of roadways.

Project plans also would be reviewed by the appropriate Caltrans staff to ensure conformance with all applicable fire safety code and ordinance requirements for emergency access. Standard management practices outlined in the TMP during construction would maintain the efficiency of emergency access. Therefore, there would be no impacts.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	Not Applicable	Not Applicable	Not Applicable	Applicable
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Not Applicable	Not Applicable	Not Applicable	Applicable

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Archaeological Survey Report prepared August 2025 (Caltrans 2025b), which included background research, literature review, in-person field surveys, and consultation with local Native American tribes.

Consultation letters were sent to:

- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Colfax Todd's Valley Consolidated Tribe
- Nevada City Rancheria Nisenan Tribe
- T'si Akim Maidu
- Washoe Tribe of Nevada and California

The Archaeological Survey Report did not identify tribal cultural resources within the proposed project's study limits; therefore, no impacts to tribal resources are anticipated.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?	Not Applicable	Not Applicable	Applicable	Not Applicable
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Not Applicable	Not Applicable	Not Applicable	Applicable
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Not Applicable	Not Applicable	Not Applicable	Applicable

Regulatory Setting

The primary law governing utilities and service systems is CEQA.

Affected Environment

The following utilities serving local residences and businesses are located within the ESL along the project route according to the Utility Conflict Plan prepared for this proposed project (Caltrans 2025n):

- Altice, fiber optic, overhead and underground
- America Propane
- Central Valley Independent Network (CVIN) fiber optic, underground
- Nevada Irrigation District (NID), underground
- American Telephone and Telegraph (AT&T), overhead and underground
- Pacific Gas and Electric (PG&E), overhead including poles
- USA Media Group

Caltrans would create utility conflict maps during the Plans, Specifications and Estimates (PS&E) phase of the proposed project, which would verify exact location and status of utilities within the project route. Impacts to utilities are anticipated to be temporary, primarily because relocations of any utilities in conflict with the proposed project features would occur during the construction phase of the project.

Environmental Consequences

The project proposes widening SR 49 which could potentially place existing utilities in conflict with the planned construction activities. Approximately 76 utility poles belonging to either PG&E or AT&T have been identified as being in conflict and requiring relocation. All potential conflicts would be coordinated with the utility owners prior to and during construction.

Environmental impacts due to relocation of utilities are anticipated to be temporary. Standard Measures and Best Management Practices (BMPs) as outlined in Section 1.7 would be incorporated, as well as BMPs from the Caltrans Construction Site BMP Manual (Caltrans 2017).

Specifically, hazardous waste BMPs HW-1 and HW-3 would also likely be incorporated during utility relocation work to address the potential for lead-contaminated soil and treated wood to be present during removal and relocation of utility poles.

Avoidance, Minimization and Mitigation Measures

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

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

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

Less Than Significant Impact. Potential impacts to Utilities and System Services are anticipated to be temporary and occur only during the construction phase of the project. Caltrans would verify the location of any underground gas, electric, water, or sewer lines within the project area and would coordinate with affected utility companies prior to construction. Standard Measures and BMPs as outlined in Section 1.7 would be employed to minimize environmental impacts during utility relocation activities. Therefore, impacts would be less than significant.

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

No Impact. The project does not propose to increase or decrease water supplies within the project limits. Impacts to water utilities within the project limits would be limited to potential relocation if a conflict is identified, and impacts would be confined to the construction phase of the project. Water requirements during construction activities would be provided by the contractors and should not impact local supplies. Therefore, there would be no impact to water supplies.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. The project does not propose to increase vehicular capacity of SR 49 and no impacts to population growth and thus wastewater needs are anticipated. Therefore, there would be no impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. The proposed project would not generate solid waste in excess of State or local standards, or in exceedance of the capacity of local infrastructure. Hazardous materials generated, if any, would be disposed of in accordance to Section 2.9 above, as well as the Standard Measures and BMPs outlined in Section 1.7. Therefore, there would be no impact.

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

No Impact. Contractors would adhere to Caltrans' Standard Specification 14-10 (Solid Waste Disposal and Recycling), along with other standards that govern the use of recycled materials, to ensure the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste (Caltrans 2024b). Therefore, there would be no impact.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) or lands classified as *very high* Fire Hazard Severity Zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not Applicable	Not Applicable	Not Applicable	Applicable
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?	Not Applicable	Not Applicable	Not Applicable	Applicable
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?	Not Applicable	Not Applicable	Not Applicable	Applicable
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?	Not Applicable	Not Applicable	Not Applicable	Applicable

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County Community Wildfire Protection Plan (CWPP) dated February, 2025 (County of Nevada 2025) and the Fire Hazard Severity Zones in State Responsibility Area (CAL FIRE 2025). Potential impacts are not anticipated due to the project's adherence to Standard Measures and BMPs as outlined in the Wildfire subsection of the Greenhouse Gas Emissions Section 2.8 above, as well as Caltrans' goals of building a wildfire resilient highway.

The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks (County of Nevada 2025). Caltrans' Transportation Management Plan would ensure that emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 49 throughout the construction period and receive prior notification of lane closures. Emergency vehicles would be accommodated through any temporary ramp or lane closures. If a wildland fire or other emergency were to affect the area, work would stop, and evacuation routes would be accessible. Thus, there would be no impact.

No changes to road slope that would affect prevailing winds or other factors are in the scope of work; thus, this project would not exacerbate wildfire risks and would not expose occupants to pollution concentrations from a wildfire or the uncontrolled spread of a wildfire. Furthermore, the road widening would provide a large buffer during wildfire events, and project features identified and outlined in the Wildfire subsection of the Section 2.8 "Greenhouse Gas Emissions" and Section 2.9 "Hazards and Hazardous Materials" above would reduce the potential of existing road infrastructure advancing fire events. Thus, there would be no impact.

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

Preservation of existing vegetation on slopes and other related surroundings would be done in accordance with any environmental permits and/or agreements. All slopes and Disturbed Soil Areas (DSAs) would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features that would increase the perviousness of the treated area(s) would be implemented, as feasible. Additionally, all drainages would retain their current pattern flow, with operation improvement (as compared to pre-construction levels) expected for culverts that are proposed to be upsized throughout the project area.. These efforts, combined with the statements in the paragraphs directly above, ensure downslope/downstream flooding or landslides due to runoff, post-fire slope instability, or drainage changes would not occur due to project activities during construction or post-construction. Thus, there would be no impact.

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Not Applicable	Not Applicable	Applicable	Not Applicable
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Not Applicable	Not Applicable	Not Applicable	Applicable
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Not Applicable	Not Applicable	Not Applicable	Applicable

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Determinations are based on the Natural Environment Study, which was completed by a qualified Caltrans biologist in September 2025 (Caltrans 2025i). The proposed project would have a less than significant impact to biological resources and may cause less than significant impacts to Brandegee's clarkia, Humboldt lily, Goodding's willow, Northwestern pond turtle, wetlands, and Waters of the U.S. and State. Implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7), along with species-specific avoidance and minimization measures, would ensure protection of biological resources. The studies and conclusions reached in Chapter 2, Section 2.4 (Biological Resources) of this report support this determination. Therefore, the impact would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. Based on the existing project conditions, consideration of probable future projects, and any potential impacts identified in this Initial Study, the proposed project would not contribute to cumulatively considerable impacts. Therefore, there would be no impact.

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

No Impact. Based on studies completed for the proposed project to analyze potential impacts, the project would not cause substantial adverse effects to human beings, either directly or indirectly. Therefore, there would be no impact.

2.22 Cumulative Impacts

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

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

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." Based on the scope and scale of the potential effects and the inclusion of Standard Measures and Best Management Practices (Section 1.7) to minimize impacts, this Initial Study did not identify any "significant and unavoidable" or "cumulatively considerable" impacts. Given this, an EIR and CIA would not be required for this project.



CHAPTER 3. AGENCY AND PUBLIC COORDINATION

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

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

Coordination with Resource Agencies

Coordination with the following agencies was initiated for this project:

- U.S. Army Corps of Engineers (USACE)
- California Department of Fish and Wildlife (CDFW)
- Native American Heritage Commission (NAHC)

Coordination with Property Owners

Notice of the proposed project and the opportunity to comment on the draft environmental document and proposed project has been mailed to property owners adjacent to the project limits. A public meeting to discuss the project with Caltrans and County of Nevada personnel is also provided for property owners and interested members of the public. If the project is approved, coordination with property owners during the Right of Way phase would occur in compliance with the FHWA Uniform Act, and other federal and state requirements.

Circulation

Public circulation will commence December 11, 2025, and will run for a period no shorter than 30 days. In addition, a list of interested parties has been identified, and this document will be accessible to all parties. All comments will be addressed in the final document.

CHAPTER 4. LIST OF PREPARERS

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Ambrose Bowman	Archaeologist
Katie Gilroy	Architectural Historian
Katherine Jorgensen	Native American Coordinator
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Rajive Chadha	Hazardous Waste Specialist
Youngil Cho	Air Quality/Greenhouse Gas Specialist
Ryan Pommerenck	Noise Specialist
Jeff Juarez	Visual Specialist
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Mikhela Aiken	Botanist

Nevada County Transportation Commission

Mike Woodman	Executive Director
Aaron Hoyt	Deputy Executive Director

Wood Rodgers, Inc.

Cody Milligan	Water Resources Engineer

CHAPTER 5. DISTRIBUTION LIST

Federal and State Agencies

CAL FIRE Nevada-Yuba-Placer Unit
13760 Lincoln Way
Auburn, CA 95603

California Department of Fish and Wildlife
2825 Cordelia Road, Suite 100
Fairfield, CA 94534

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, #200
Rancho Cordova, CA 95670-6114

U. S. Army Corps of Engineers
Attn: Matt Hirkala
matthew.j.hirkala@usace.army.mil

United States Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

California Highway Patrol–Valley Division
2555 1st Avenue
Sacramento, CA 95818

Regional/County/Local Agencies

Nevada County Transportation Commission
Attn: Mike Woodman
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Nevada County Planning Department
950 Maidu Avenue, Suite 170
Nevada City, CA 95959-7902

Nevada County Sheriff's Office
950 Maidu Avenue
Nevada City, CA 95959

Tribal Partners

United Auburn Indian Community of the Auburn Rancheria
Attn: John Williams
10720 Indian Hill Road
Auburn, CA 95603

Wilton Rancheria
Attn: Jesus Tarango
9728 Kent Street
Elk Grove, CA 95624

Colfax Todd's Valley Consolidated Tribe
Attn: Clyde Prout III
P.O. Box 4884
Auburn, CA 95604

Nevada City Rancheria Nisenan Tribe
Attn: Richard Johnson
P.O. Box 2624
Nevada City, CA 95959

T'si Akim Maidu
Attn: Don Ryberg
P.O. Box 510
Browns Valley, CA 95918

Washoe Tribe of Nevada and California
Attn: Smokey Serrell
919 U.S. Hwy 395 N
Gardnerville, NV 89410

Utilities, Property Owners and Other Interested Parties

Property owners and occupants adjacent to the project have been distributed a notice of this project.

AT&T Structure Access
5005 Executive Parkway, 3N800W
San Ramon, CA 94583

Fix49.org
Attn: Jolie Allen
allen@sbbmail.com

Nevada County Coalition of Firewise Communities
2036 Nevada City Highway, #266
Grass Valley, CA 95945

Pacific Gas and Electric
77 Beale Street, Suite 100
San Francisco, CA 94105



CHAPTER 6. REFERENCES

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APPENDIX A. PROJECT LAYOUTS



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

NOTES:

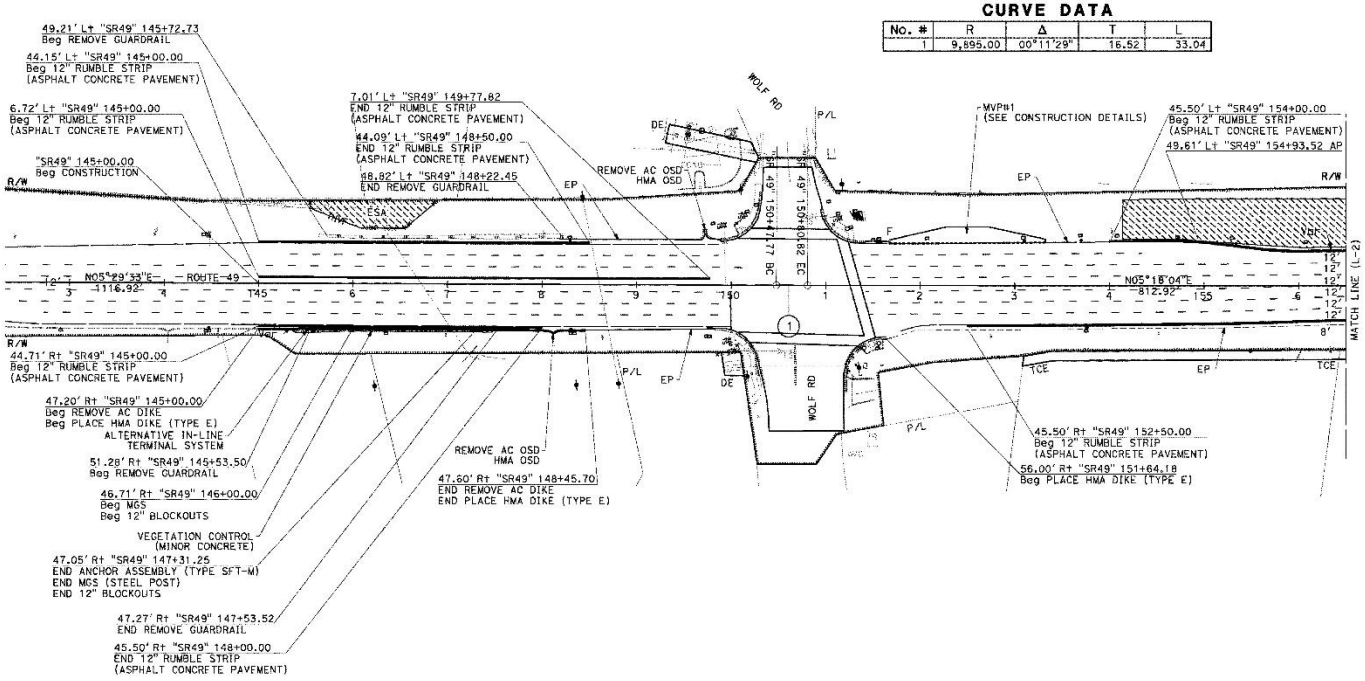
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

ABBREVIATIONS:

DE - DRAINAGE EASEMENT
THVF - TEMPORARY HIGH VISIBILITY FENCE
ESA - ENVIRONMENTALLY SENSITIVE AREA
P/L - PARCEL LINE
TCE - TEMPORARY CONSTRUCTION EASEMENT

CURVE DATA

No. #	R	Δ	T	L
1	9,895.00	00°11'29"	16.52	33.04



LAYOUT

SCALE: 1" = 50'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: MICHAEL MATTSON
CHECKED BY: HAMED SALAH
DRAWN BY
REVISED BY
DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13
07-30-25

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870e001.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

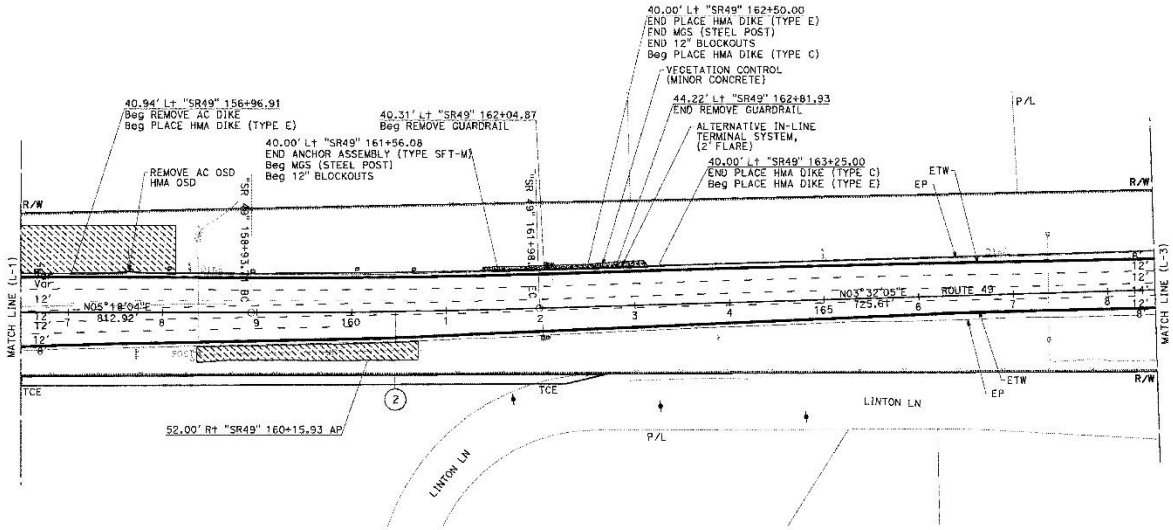
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
2	9,895.00	01°45'59"	152.55	305.08

LAYOUT

SCALE: 1" = 50'

L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY:
CHECKED BY: MICHAEL MATTSON
REVISED BY: HAMED SALAH
DATE REVISED:

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870ec002.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

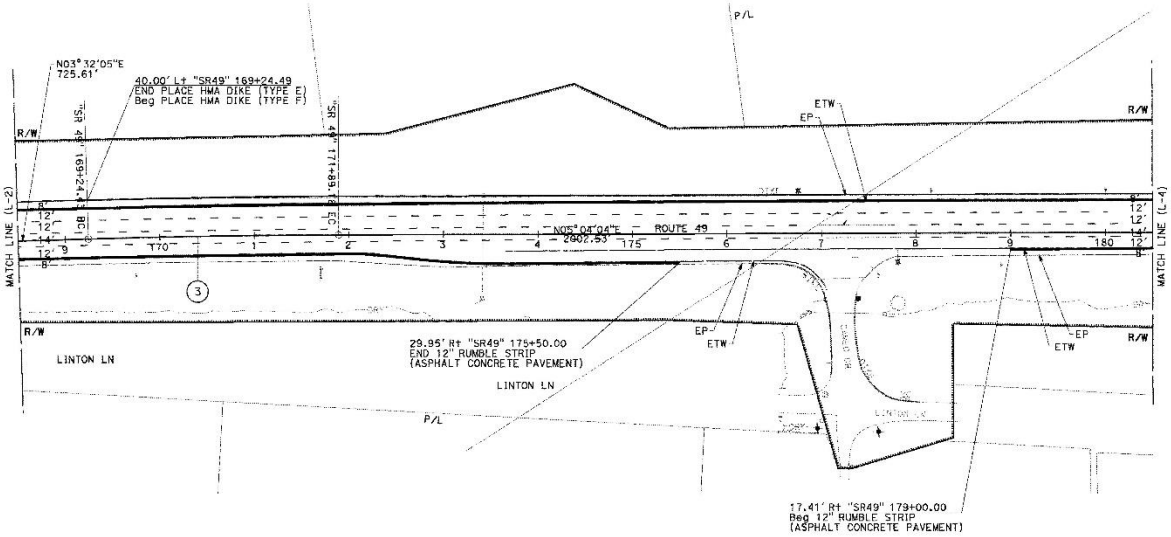
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



CURVE DATA

No. #	R	Δ	T	L
3	9,895.00	01°31'59"	132.38	264.75

LAYOUT

SCALE: 1" = 50'

L-3

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REDHI

CALCULATED/DESIGNED BY: CHECKED BY: HAMED SALAH / MICHAEL MATTSON

REVISED BY / DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13
07-30-25

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870wc003.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

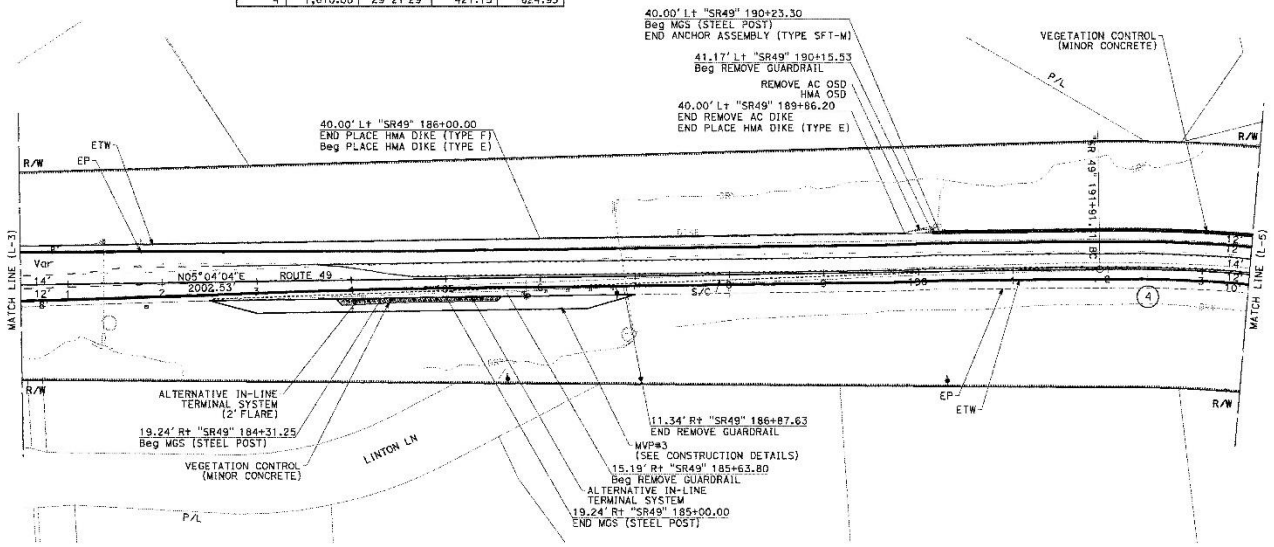
PLANS APPROVAL DATE

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

CURVE DATA

No. #	R	Δ	T	L
4	1,610.00	29°21'29"	421.75	824.95



LAYOUT

SCALE: 1" = 50'

L-4

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870e004.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

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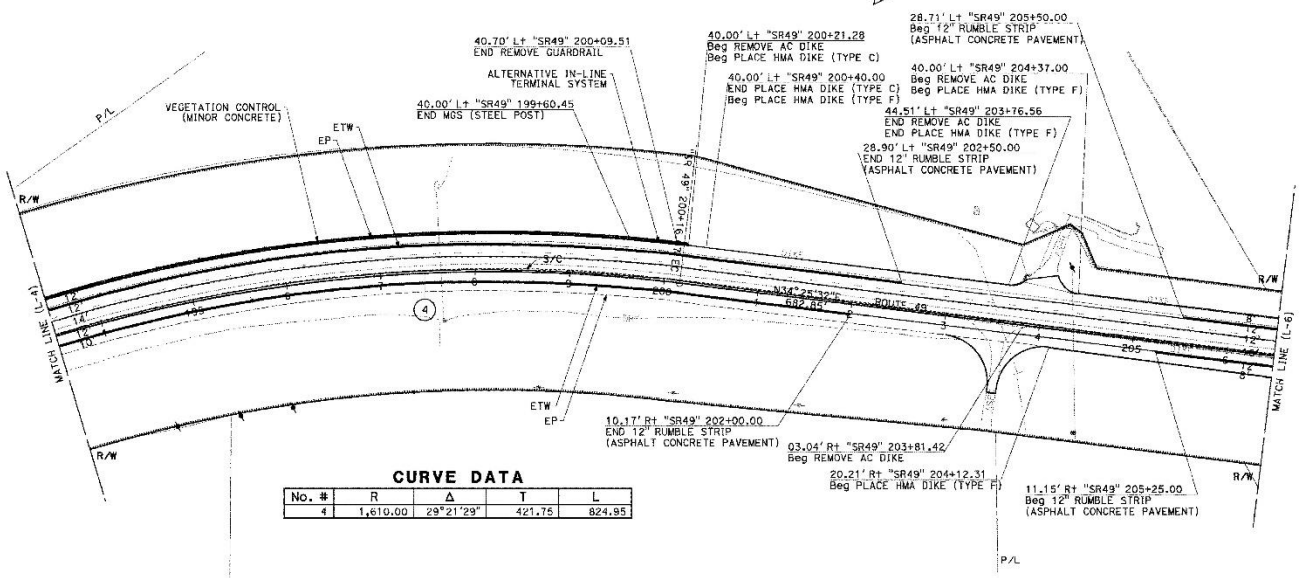
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2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



CURVE DATA

No. #	R	Δ	T	L
4	1,610.00	29°21'29"	421.75	824.95

LAYOUT
SCALE: 1" = 50'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/ DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
DESIGN	GAURAV REDHI	HAMED SALAH	MICHAEL MATTSON		

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13

BORDER LAST REVISED 1/1/2023	USERNAME => s149670 DGN FILE => 03230000870wc005.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 0334	PROJECT NUMBER & PHASE	03230000870

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

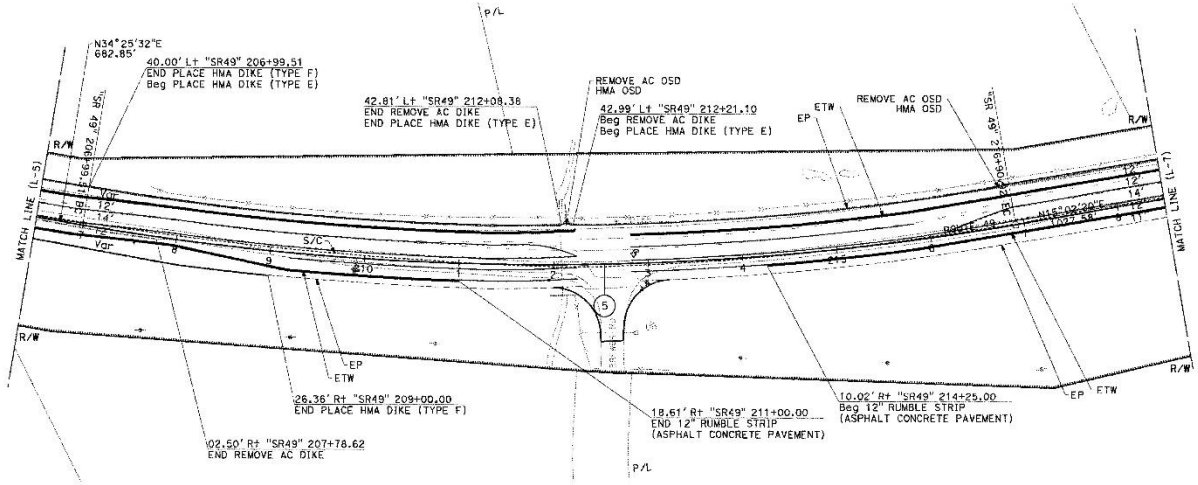
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

CURVE DATA

No. #	R	Δ	T	L
5	2,930.00	19°23'12"	500.49	991.40



LAYOUT

SCALE: 1" = 50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023 | USERNAME => s148670 | DGN FILE => 03230000870e0006.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13
07-30-25

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

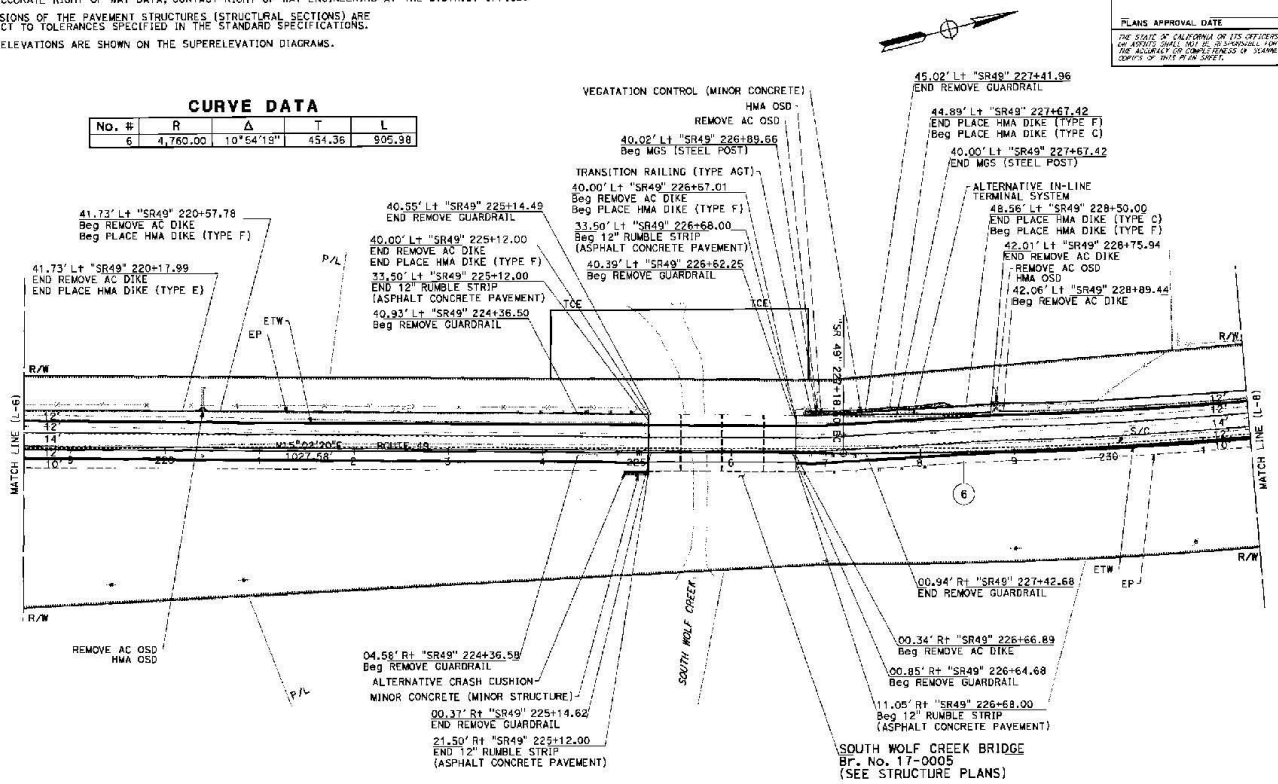
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — No. — EXP: — CIVIL — STATE OF CALIFORNIA

CURVE DATA

No. #	R	Δ	T	L
6	4,760.00	10°54'19"	454.36	905.98



LAYOUT

SCALE: 1" = 50'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED-DESIGNED BY:
CHECKED BY:
HAMED SALAH
MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/27/2023

USERNAME => s1486f3
DGN FILE => d2e3d0d87cc39f.cgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0334

PROJECT NUMBER & PHASE 0323000870

XS PLOTTED DATE PLOTTED => 31-JUL-2023
07-30-25 TIME PLOTTED => 14:13

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

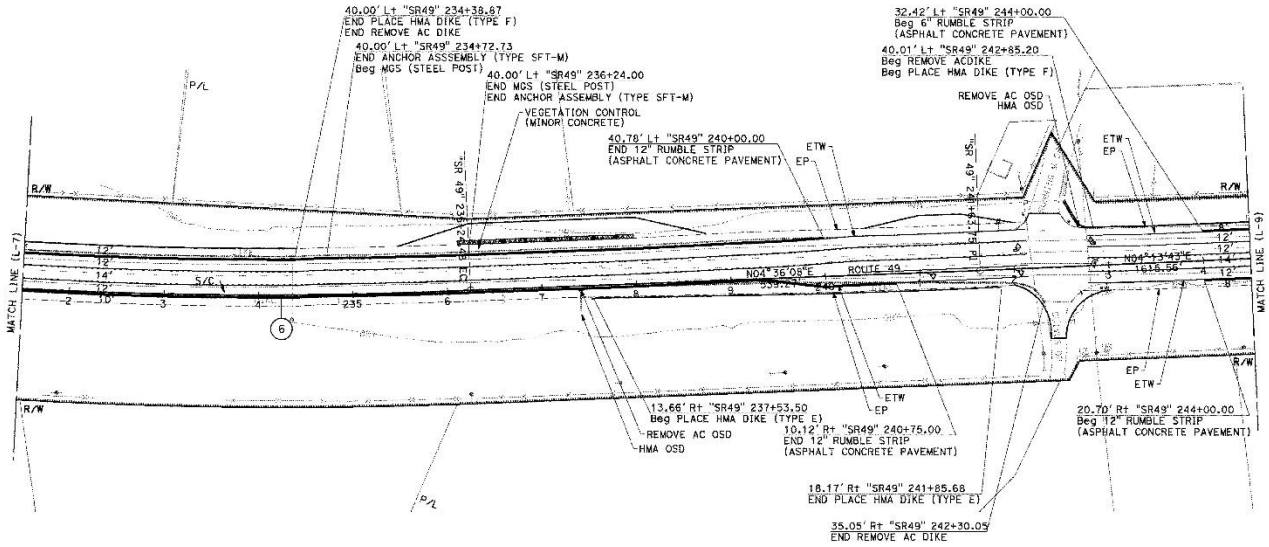
PLANS APPROVAL DATE

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

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

CURVE DATA

No. #	R	Δ	T	L
6	4,760.00	10°54'19"	454.36	905.98



LAYOUT

SCALE: 1" = 50'

L-8

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: CHECKED BY: HAMED SALAH, MICHAEL MATTSON
REVISED BY / DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13

BORDER LAST REVISED 1/1/2023 | USERNAME => s149670 | DGN FILE => 03230000870sht008.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

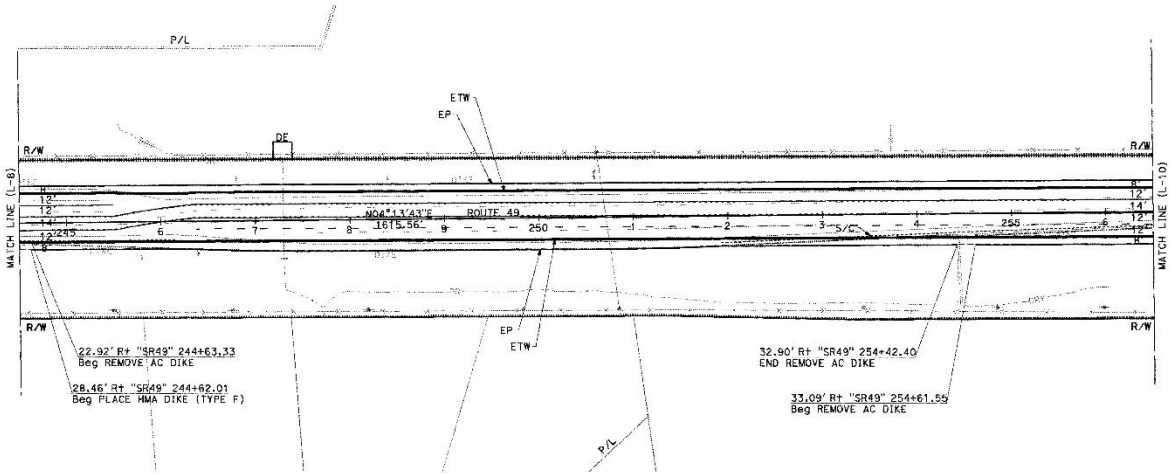
PLANS APPROVAL DATE

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

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



LAYOUT
SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => e148670
DGN FILE => 03230000870wc009.cgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31 JUL 2025
TIME PLOTTED => 14:15
07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

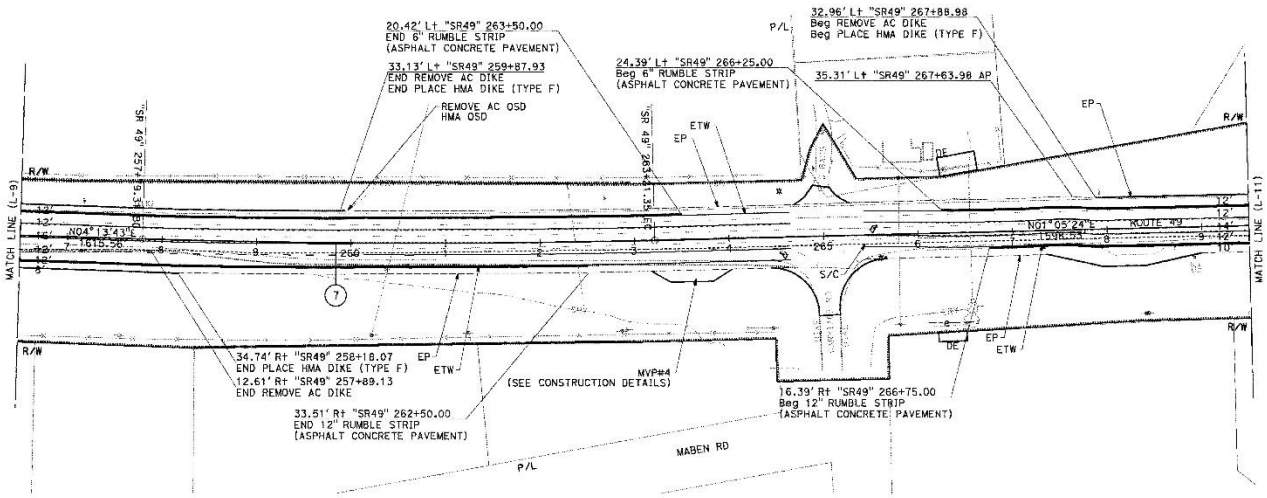
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS MEDIA SHEET.

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
7	9,895.00	03°08'19"	271.09	542.04



LAYOUT

SCALE: 1" = 50'

L-10

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
DESIGN	GAURAV REDHI	HAMED SALAH	MICHAEL MATTSON		

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13

BORDER LAST REVISED 1/1/2023 | USERNAME => s149670 | DGN FILE => 03230000870ed01.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

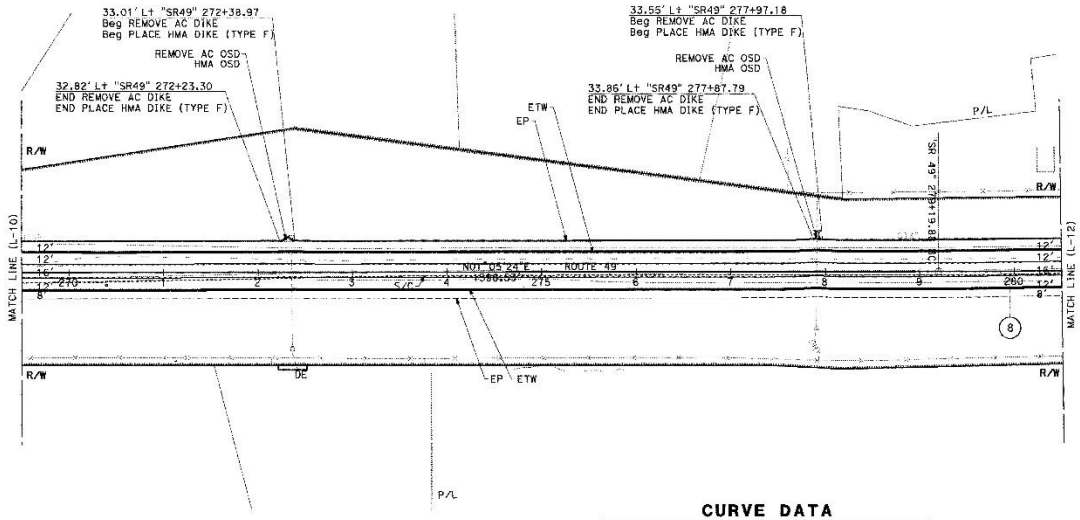
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
8	9,895.00	02°07'33"	183.59	367.14

LAYOUT

SCALE: 1" = 50'

L-11

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: CHECKED BY: MICHAEL MATTSON
HAMED SALAH
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870ed01.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:13
07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

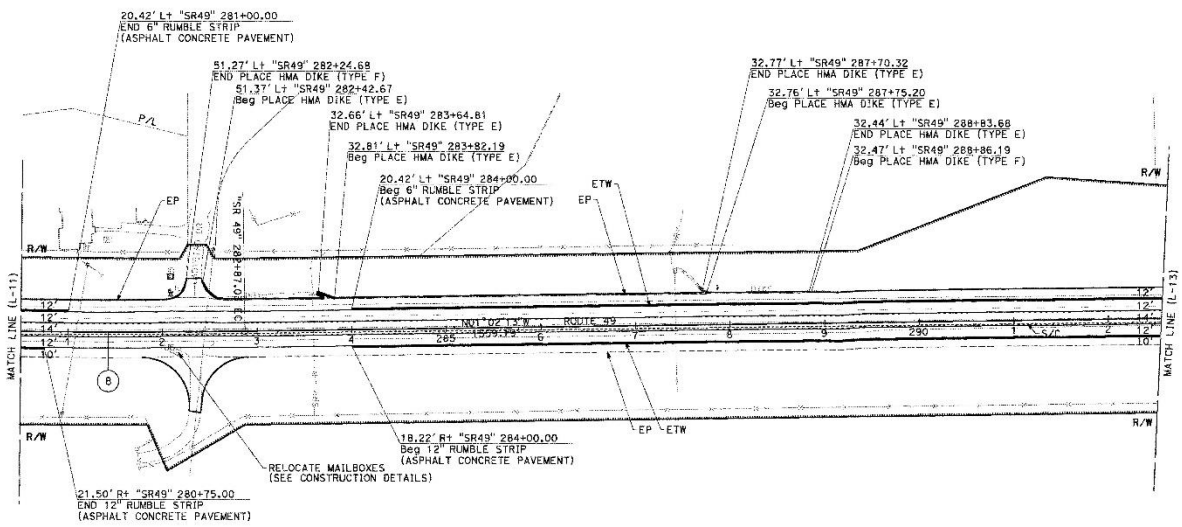
PLANS APPROVAL DATE

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

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
8	9,895.00	02°07'33"	183.59	367.14

LAYOUT

SCALE: 1" = 50'

L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REGMI

CALCULATED-DESIGNED BY: HAMED SALAH

CHECKED BY: MICHAEL MATTSON

REVISED BY — DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 11:13

BORDER LAST REVISED 1/4/2023 | USERNAME => a178676 DGN FILE => 03230000870ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

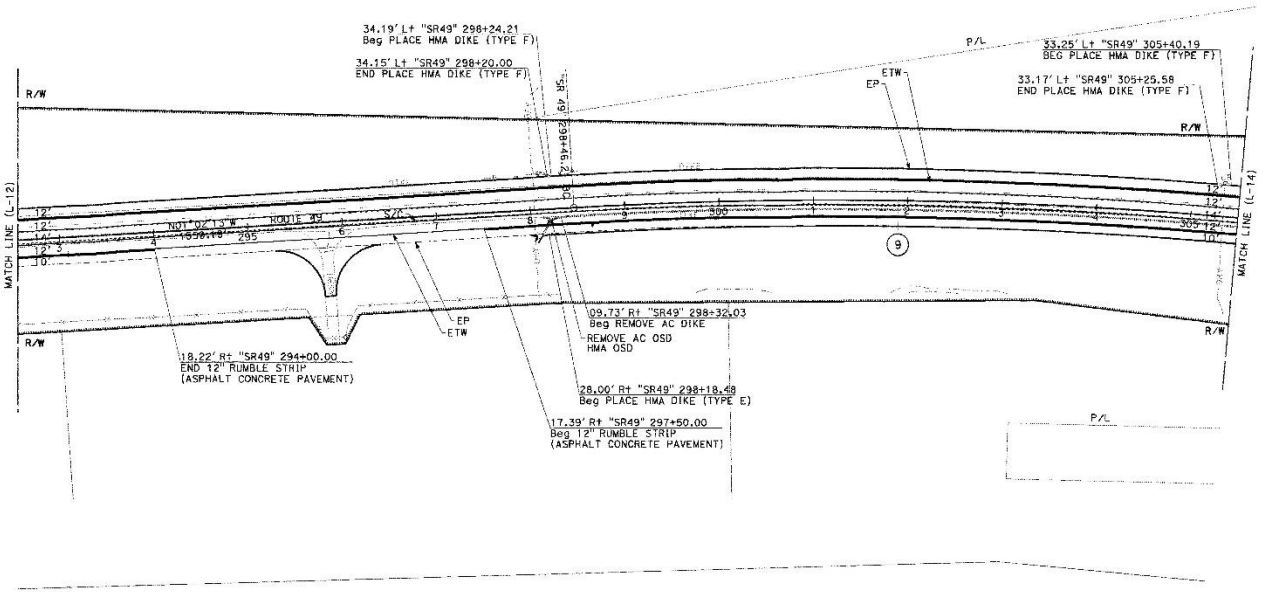
REGISTERED PROFESSIONAL ENGINEER No. EXP. CIVIL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
9	4,760.00	10°02'40"	418.31	834.48



LAYOUT

SCALE: 1" = 50'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REGMI

CALCULATED/DESIGNED BY: MICHAEL MATTSON

CHECKED BY: HAMED SALAH

REVISED BY

DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => 231788

DGN FILE => 03230000870001.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025

TIME PLOTTED => 14:14

07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	NEV	49	2.1/10.3	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

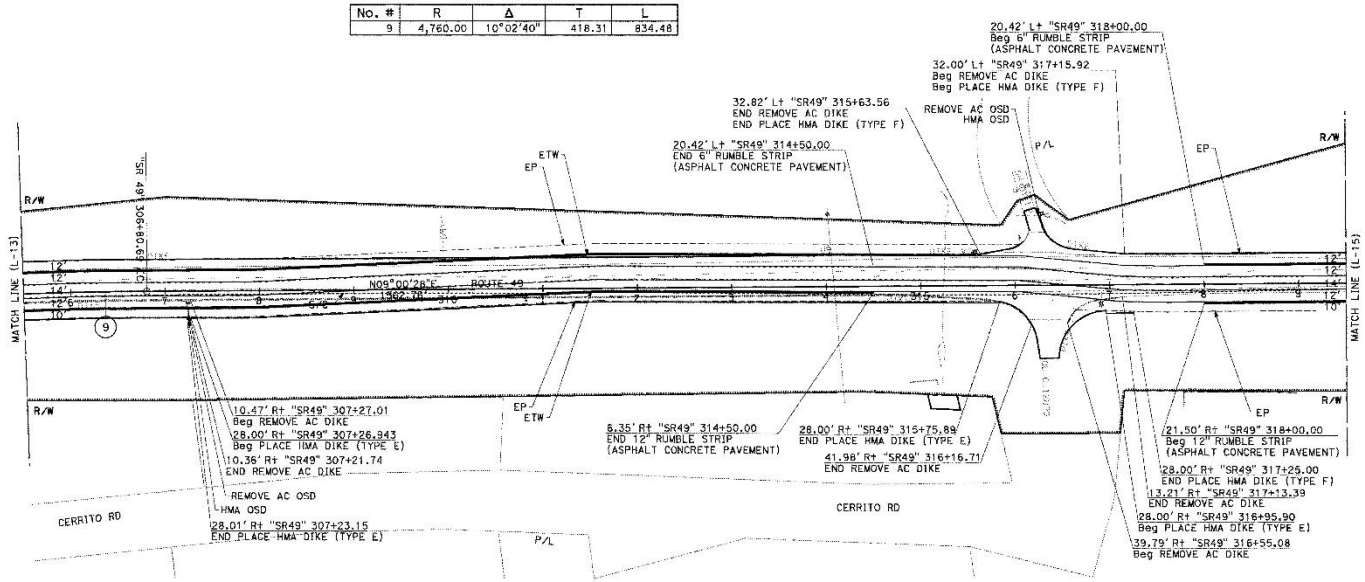
REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
9	4,760.00	10°02'40"	418.31	834.48



LAYOUT

SCALE: 1" = 50'

L-14

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REDHI

CALCULATED/DESIGNED BY: HAMED SALAH

CHECKED BY: MICHAEL MATTSON

REVISED BY	DATE REVISED

DATE PLOTTED => 31 JUL 2025
TIME PLOTTED => 11:14

BORDER LAST REVISED 1/4/2023

USERNAME => s146679
DGN FILE => 03230000870sd014.dgn

RELATIVE BORDER SCALE
IS IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

NOTES:

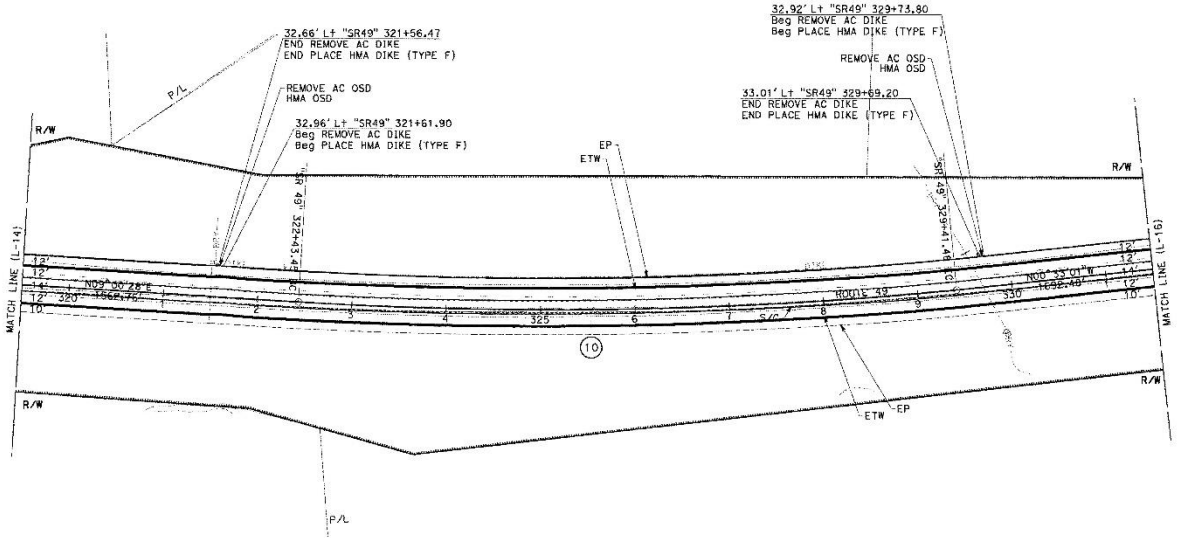
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



CURVE DATA

No. #	R	Δ	T	L
10	4,440.00	09°00'28"	349.74	698.03

LAYOUT

SCALE: 1" = 50'

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REGMI

CALCULATED-DESIGNED BY: HAMED SALMI

CHECKED BY: MICHAEL MATTSON

REVISED BY / DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => s148670

DGN FILE => 03230000870sht015.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025

TIME PLOTTED => 14:14:4

07-30-25

NOTES:

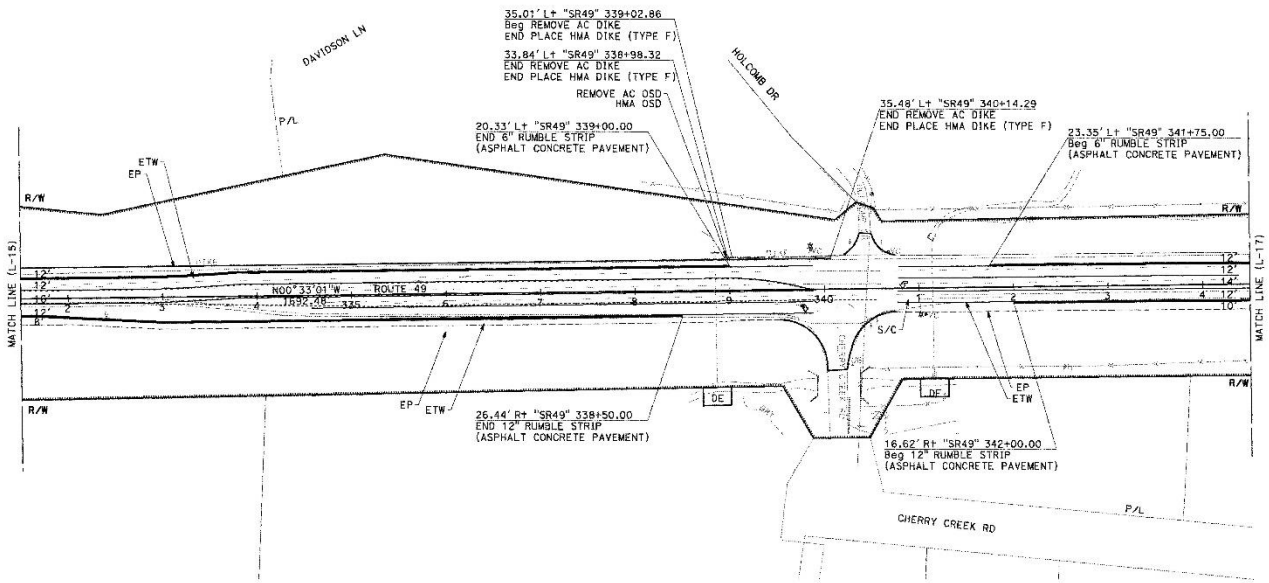
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



LAYOUT
SCALE: 1" = 50'

L-16

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
COORDINATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL WATSON
REVISED BY
DATE REVISED

DGN/BORDER_LAST_REVISED 1/4/2023
USERNAME => s1782f3
DGN FILE => 03230000870eq016.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0334
PROJECT NUMBER & PHASE 03230000870
DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14
07-30-25

NOTES:

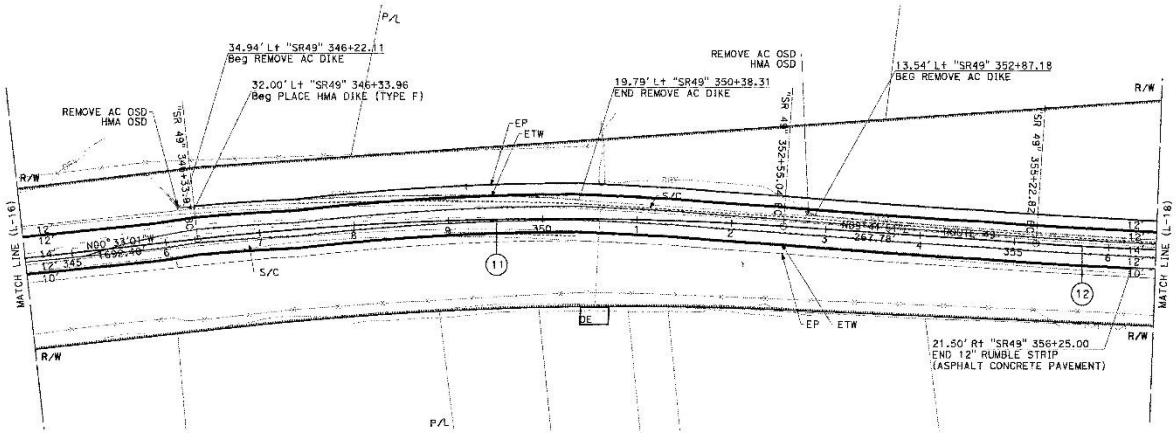
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



CURVE DATA

No. #	R	Δ	T	L
11	3,470.00	10°15'18"	311.37	621.07
12	4,160.00	16°48'02"	614.32	1,219.82

LAYOUT

SCALE: 1" = 50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY
CHECKED BY: MICHAEL MATTSON
REVISED BY: HAMED SALAH
DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => s1249679
DGN FILE => 03230000870sd017.dgn

RELATIVE BORDER SCALE
IS IN IN'S IS

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31 JUL 2025
TIME PLOTTED => 11:14
07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

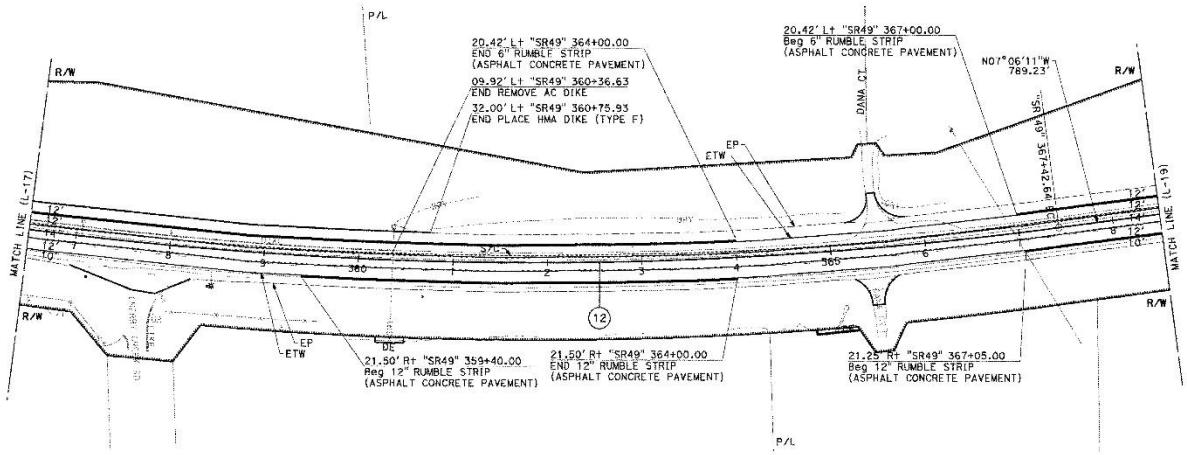
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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NOTES:

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3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
12	4,160.00	16°48'02"	614.32	1,219.82

LAYOUT

SCALE: 1" = 50'

L-18

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED-DESIGNED BY
CHECKED BY
HAMED SALAH
MICHAEL MATTSON
REVISED BY
DATE REVISED

DGN/DLR LAST REVISED 1/4/2023
USERNAME => s1738721
DGN FILE => 03230000870sg018.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0334
PROJECT NUMBER & PHASE 03230000870
DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 07:30:25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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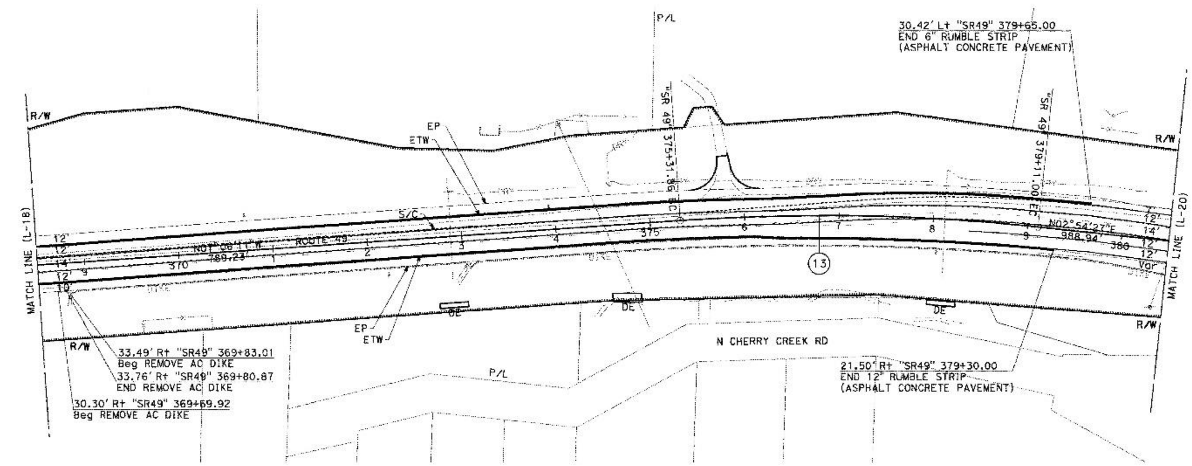
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
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3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
13	2,170.00	10°00'38"	190.05	379.13



LAYOUT
SCALE: 1" = 50'

L-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
GAURAV REGMI	HAMED SALAH	
	CHECKED BY: MICHAEL MATTSON	DATE REVISED

LAST REVISION 07-30-25 | DATE PLOTTED => 31-JUL-2025 | TIME PLOTTED => 14:14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

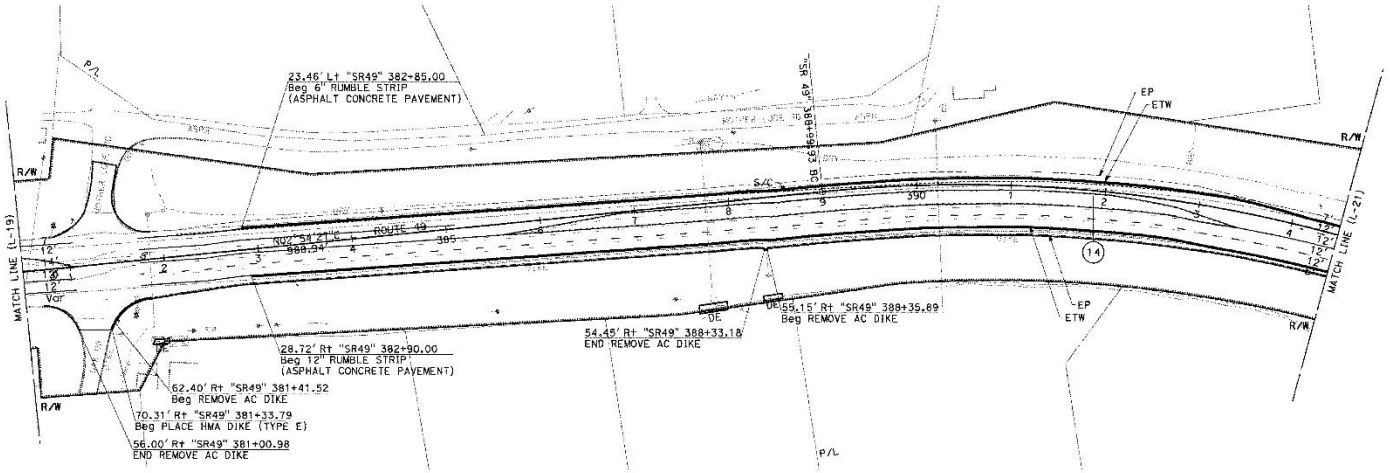
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

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3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
14	1,500.00	26°22'14"	351.41	690.38



LAYOUT

SCALE: 1" = 50'

L-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870er020.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14
07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

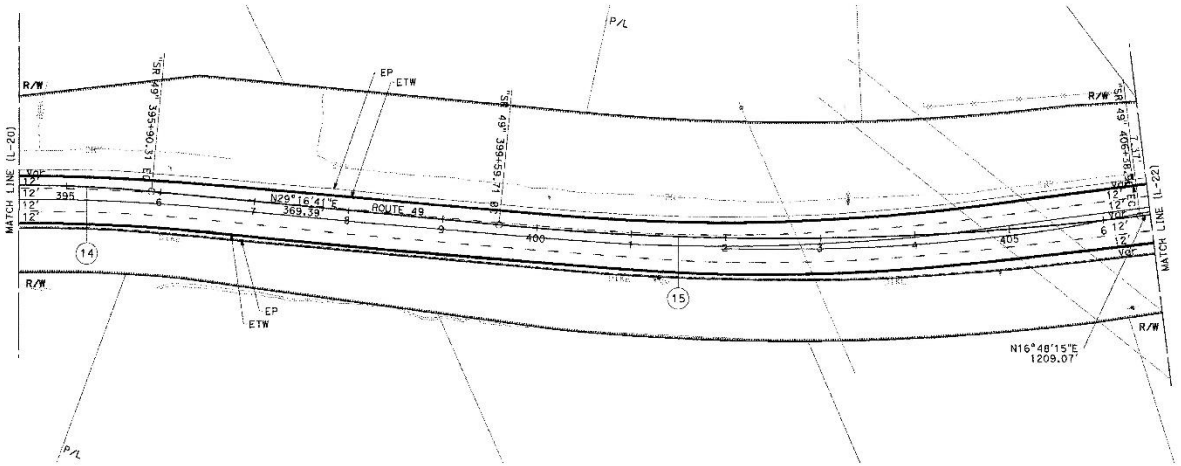
PLANS APPROVAL DATE

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

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

NOTES:

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3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
14	1,500.00	26°22'14"	351.41	690.38
15	3,120.00	12°28'26"	340.98	679.26

LAYOUT

SCALE: 1" = 50'

L-21

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY
CHECKED BY: MICHAEL MATTSON
DRAWN BY: HAMED SALAH
REVISED BY
DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870ec021.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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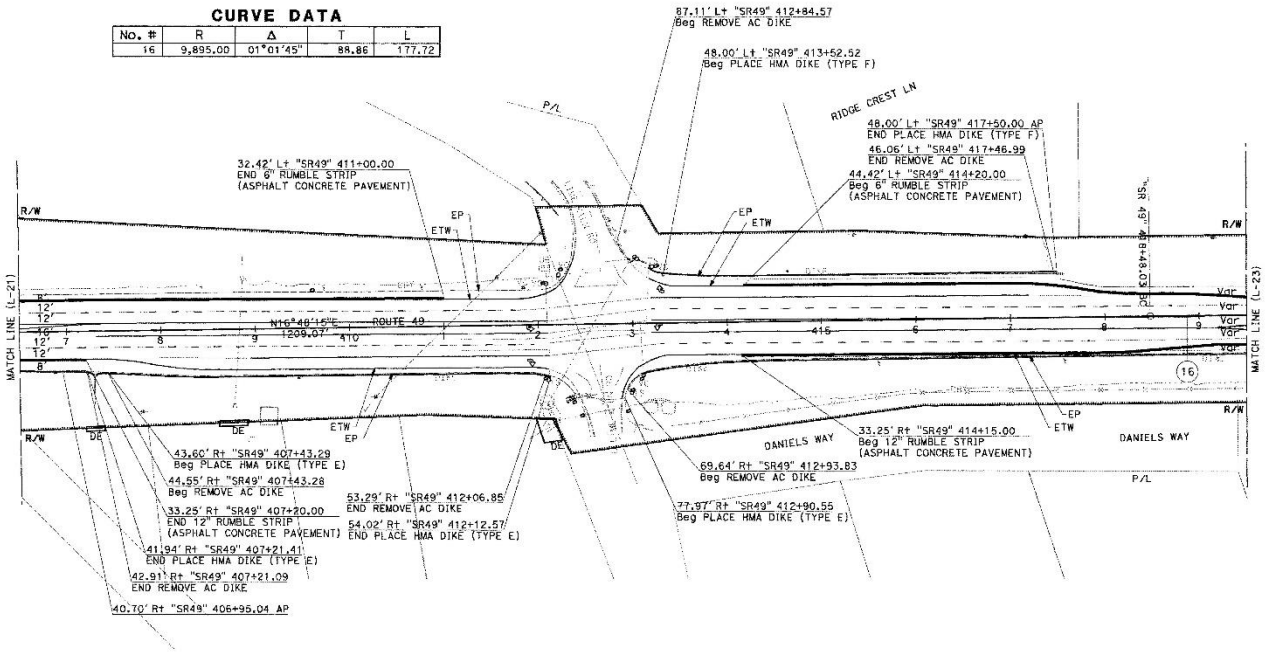
REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
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3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

CURVE DATA

No. #	R	Δ	T	L
16	9,895.00	01°01'45"	88.86	177.72



LAYOUT

SCALE: 1" = 50'

L-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REDMI

CALCULATED-DESIGNED BY: HAMED SALAH

CHECKED BY: MICHAEL MATTSON

REVISED BY | DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => s4118673
DGN FILE => 03230000870sd022.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14

07-30-25

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

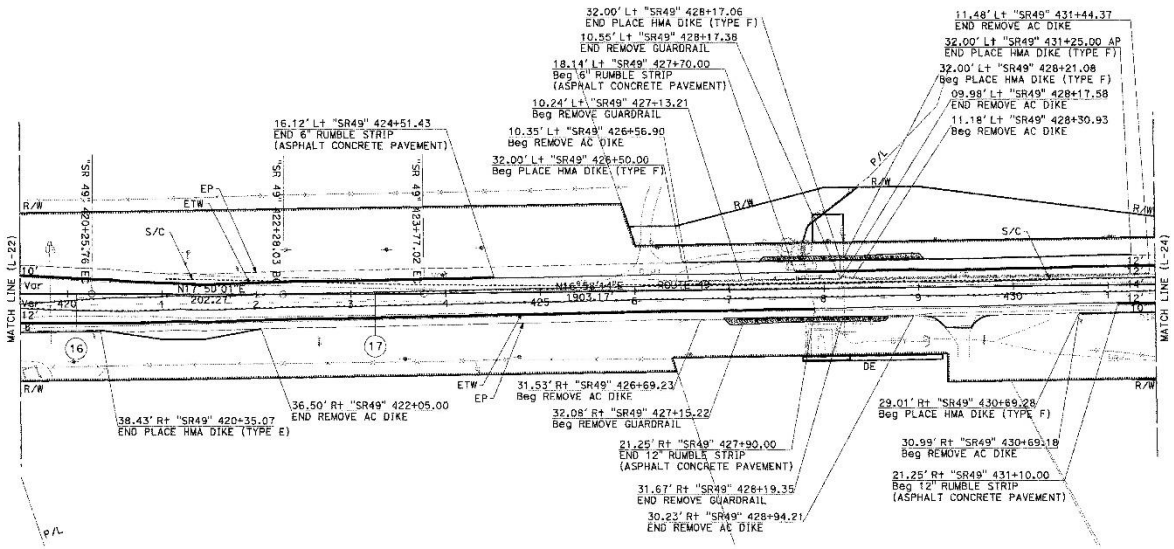
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER No. EXP. CIVIL STATE OF CALIFORNIA



CURVE DATA

No. #	R	Δ	T	L
16	9,895.00	01°01'45"	88.86	177.72
17	9,858.00	00°51'46"	74.50	149.00

LAYOUT

SCALE: 1" = 50'

L-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023

USERNAME => s178670
DGN FILE => 03230000870sh0023.dgn

RELATIVE BORDER SCALE TO BE PLOTTED: 0 1 2 3

UNIT 0334

PROJECT NUMBER & PHASE 03230000870

LAST REVISION 07-30-25 | DATE PLOTTED => 31-JUL-2025 | TIME PLOTTED => 14:14

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

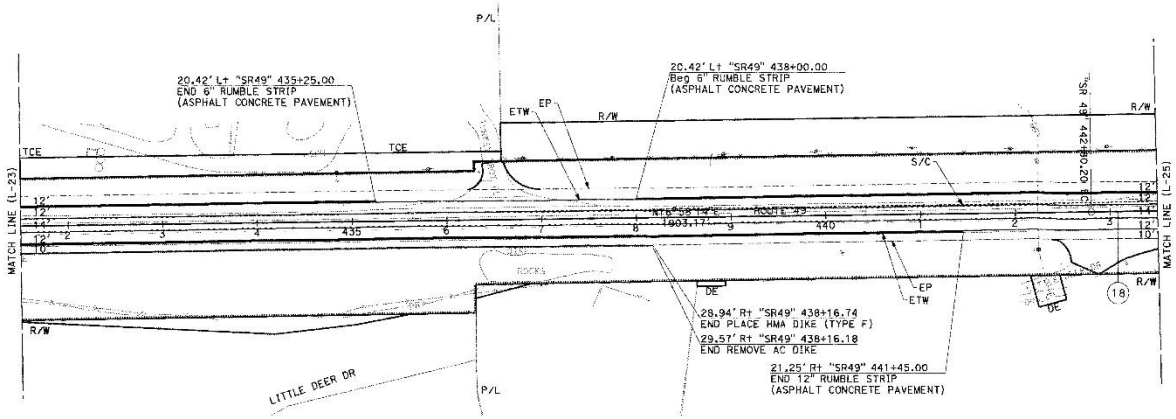
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER No. EXP. CIVIL STATE OF CALIFORNIA



CURVE DATA

No. #	R	Δ	T	L
18	7,075.00	06°39'32"	411.60	822.27

LAYOUT

SCALE: 1" = 50'

L-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023
USERNAME => s144670
DGN FILE => 0323000087eo024.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0334
PROJECT NUMBER & PHASE 0323000087O

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 07:30:25

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

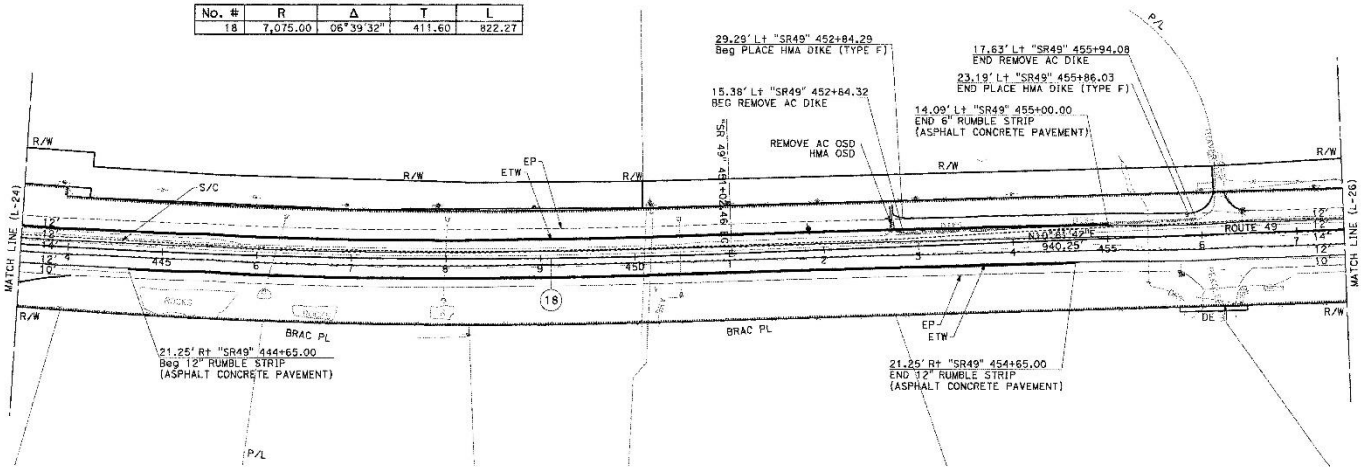
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER No. CIVIL STATE OF CALIFORNIA

CURVE DATA

No. #	R	Δ	T	L
18	7,075.00	06°39'32"	411.60	822.27



LAYOUT

SCALE: 1" = 50'

L-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
DRAWN BY
DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14

BORDER LAST REVISED 1/4/2023 | USERNAME => s118670 | DGN FILE => 03230000870mc025.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

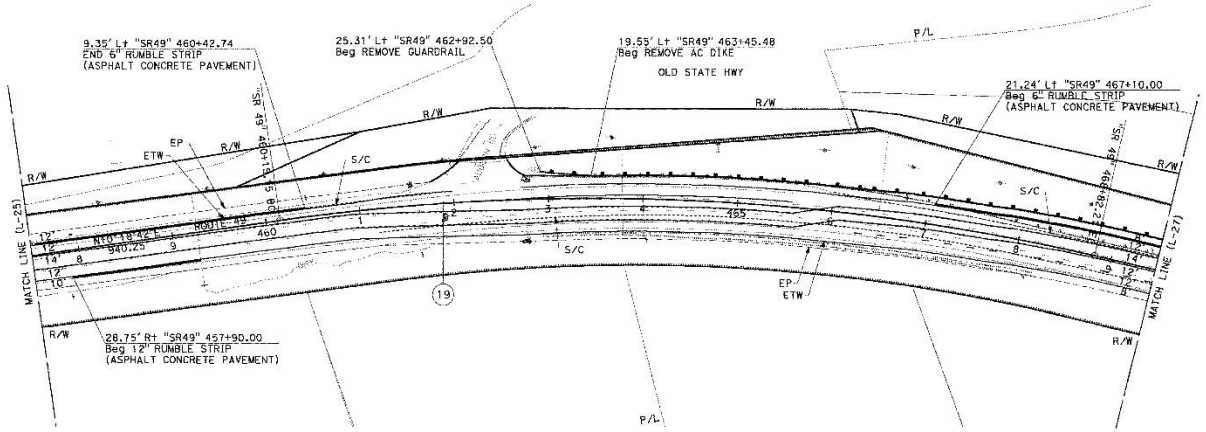
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



CURVE DATA

No. #	R	Δ	T	L
19	2,360.00	22°38'14"	472.37	932.42

LAYOUT

SCALE: 1" = 50'

L-26

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REDHI

CALCULATED/DESIGNED BY: HAMED SALAH

CHECKED BY: MICHAEL MATTSON

REVISED BY | DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870sr026.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET# No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

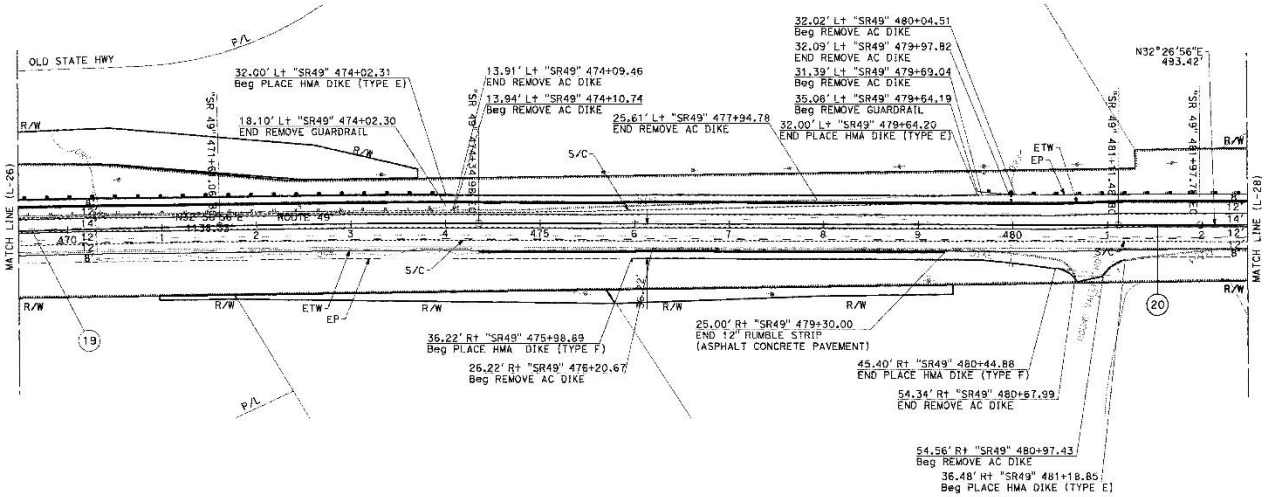
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

CURVE DATA

No. #	R	Δ	T	L
19	2,360.00	22°38'14"	472.37	932.42
20	9,895.00	00°29'59"	43.15	86.31



LAYOUT

SCALE: 1" = 50'

L-27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN | GAURAV REDHI | FUNCTIONAL SUPERVISOR | CALCULATED/DESIGNED BY | CHECKED BY | MICHAEL MATTSON | HAMED SALAH | DATE REVISED | REVISED BY

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870er027.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14
07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

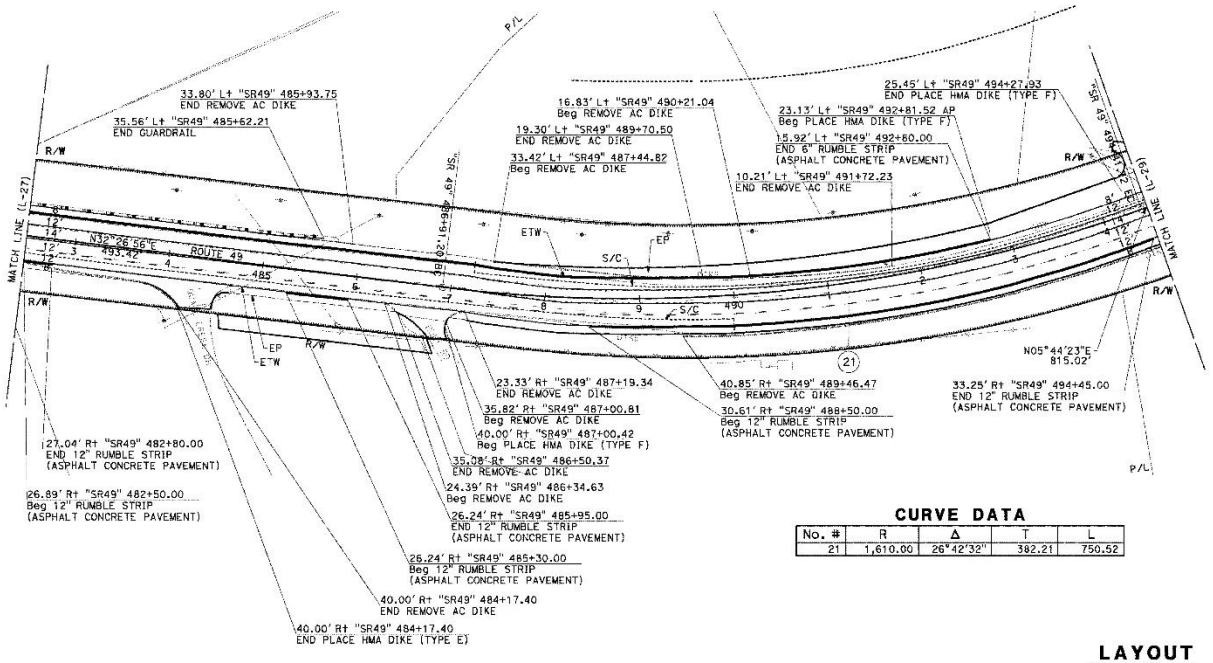
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.
4. EXACT LOCATIONS OF WILDLIFE ESCAPE RAMPS AND FENCE (TYPE WM, METAL POST) TO BE DETERMINED BY THE ENGINEER AND BIOLOGIST.



CURVE DATA

No. #	R	Δ	T	L
21	1,610.00	26°42'32"	382.21	750.52

LAYOUT

SCALE: 1" = 50'

L-28

STATE OF CALIFORNIA ~ DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REDHI
CALCULATED/DESIGNED BY: CHECKED BY: MICHAEL MATTSON HAMED SALAH
DATE REVISED | REVISED BY

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:14
SE 30-1306
07-30-25

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870sc028.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

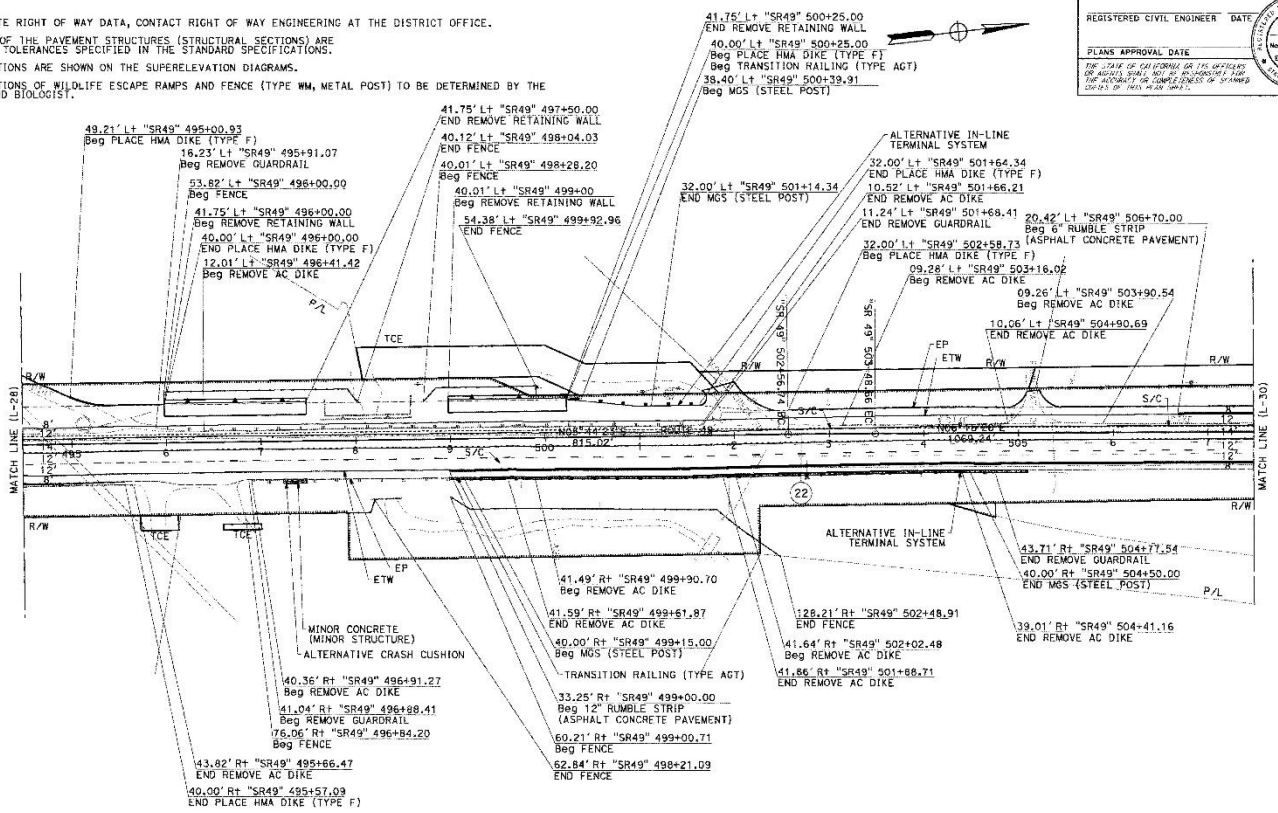
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER No. EXP. CIVIL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.
4. EXACT LOCATIONS OF WILDLIFE ESCAPE RAMPS AND FENCE (TYPE WM, METAL POST) TO BE DETERMINED BY THE ENGINEER AND BIOLOGIST.



CURVE DATA

No. #	R	Δ	T	L
22	9,895.00	00°31'56"	45.96	91.92

LAYOUT

SCALE: 1" = 50'

L-29

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL WATTSON
REVISED BY
DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 11:14

BORDER LAST REVISED 1/4/2023 | USERNAME => g1429519 | DGN FILE => 03230000870sht029.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

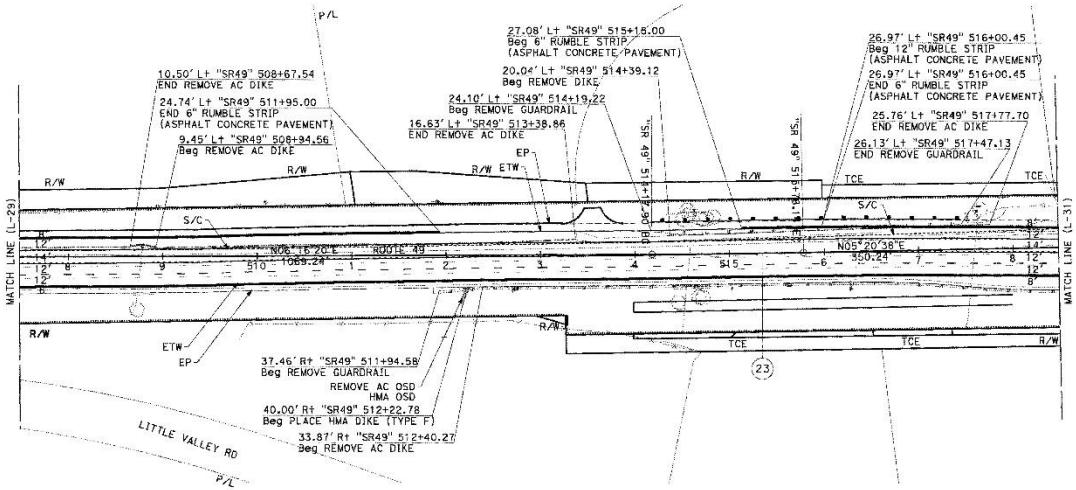
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



CURVE DATA

No. #	R	Δ	T	L
23	9,895.00	00°55'40"	80.12	160.24

LAYOUT

SCALE: 1" = 50'

L-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: GAURAV REGMI

CALCULATED/DESIGNED BY: HAMED SALAH

CHECKED BY: MICHAEL WATTSON

REVISED BY

DATE REVISED

BORDER LAST REVISED: 1/4/2023

USERNAME => S147881O

DGN FILE => 0323000087ec030.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0334

PROJECT NUMBER & PHASE 0323000087O

DATE PLOTTED => 31-JUL-2025

TIME PLOTTED => 14:15

07-30-25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

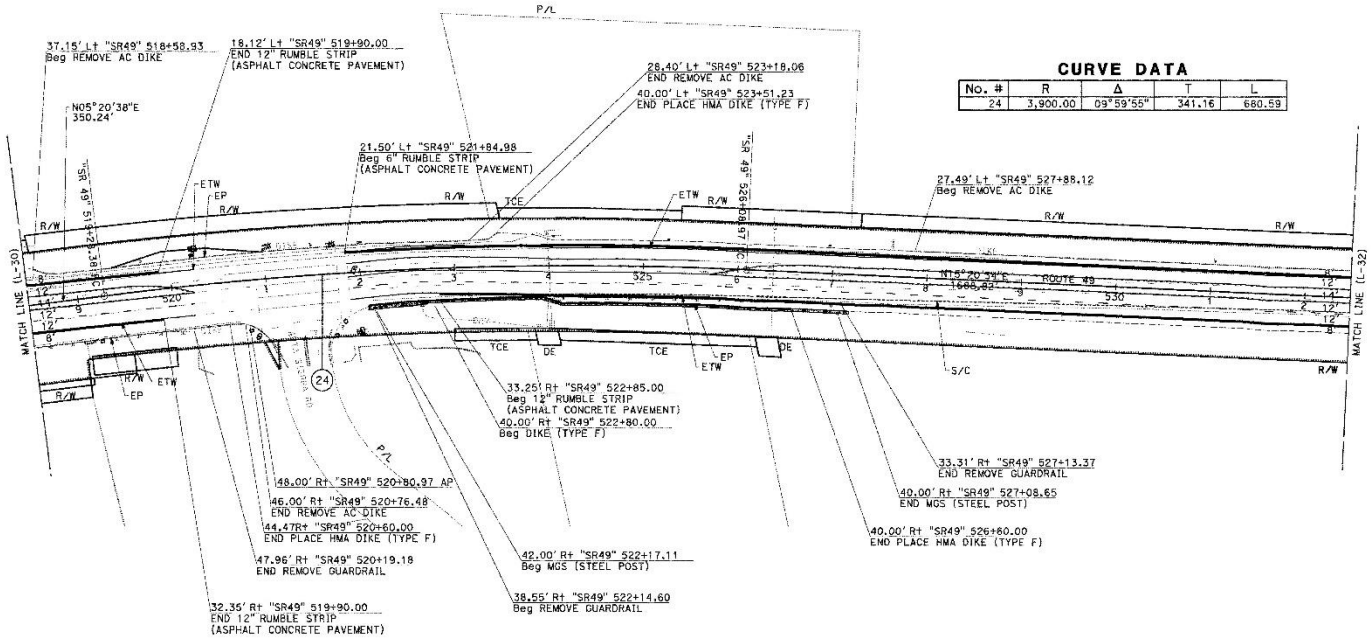
PLANS APPROVAL DATE

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

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
24	3,900.00	09°59'55"	341.16	680.59

LAYOUT

SCALE: 1" = 50'

L-31

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION | DESIGN | FUNCTIONAL SUPERVISOR: GAURAV REGMI | COORDINATOR: DESIGNED BY | CHECKED BY: MICHAEL WATSON | REVISED BY: HAMED SALAH | DATE REVISED

DGN: 0334 | DATE PLOTTED => 31-JUL-2025 | TIME PLOTTED => 14:15

07-30-25

DGNDEF LAST REVISED 1/4/2023 | USERNAME => s1782f3 | DGN FILE => 03230000870e031.dgn | RELATIVE SCALE IS IN INCHES 0 1 2 3 | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

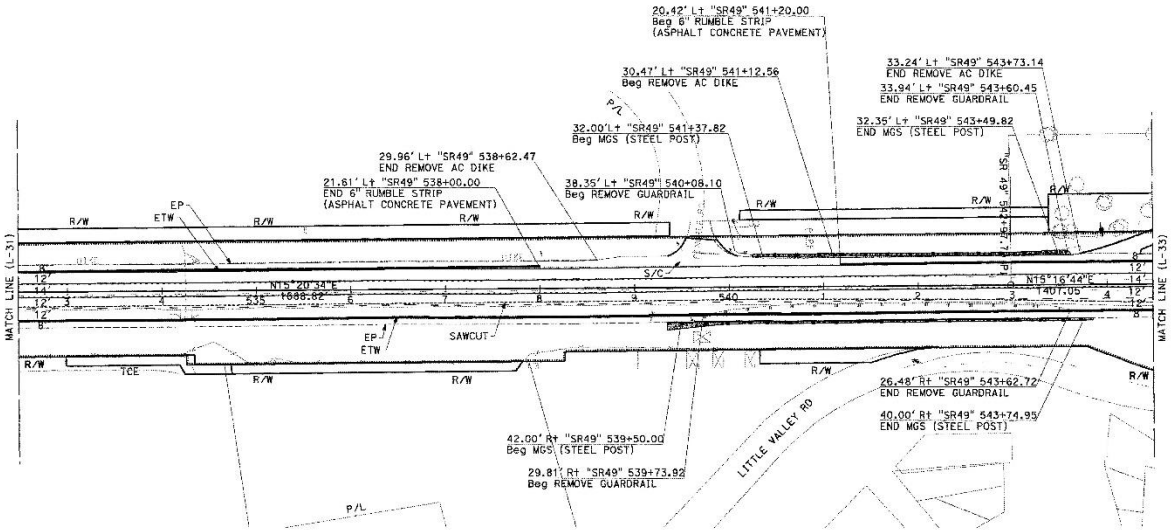
PLANS APPROVAL DATE

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

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



LAYOUT
SCALE: 1" = 50'

L-32

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY
CHECKED BY: MICHAEL MATTSON
REVISED BY: HAMED SALAH
DATE REVISED

LOGIN.SCR DATE PLOTTED => 31-JUL-2025
07-30-25 TIME PLOTTED => 14:12

BORDER LAST REVISED 1/1/2023 | USERNAME => s146670 DGN FILE => 03230000870sc032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

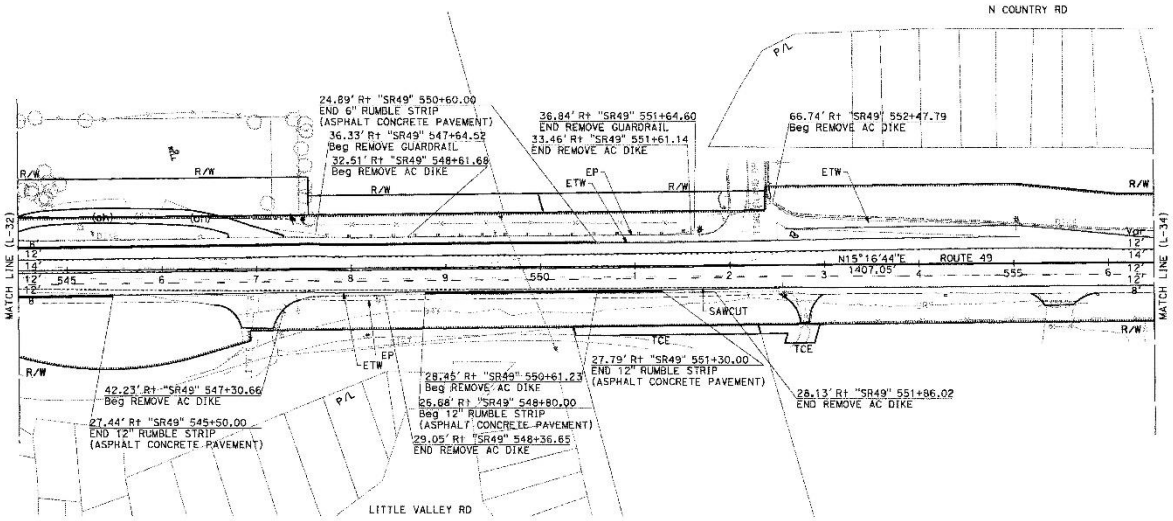
PLANS APPROVAL DATE

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

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



LAYOUT
SCALE: 1" = 50'

L-33

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: GAURAV REGMI
CALCULATED/DESIGNED BY: HAMED SALAH
CHECKED BY: MICHAEL MATTSON
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023 | USERNAME => s108070 | DGN FILE => 03230000870sh033.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

LAST REVISION DATE PLOTTED => 31-JUL-2025
07-30-25, TIME PLOTTED => 14:12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

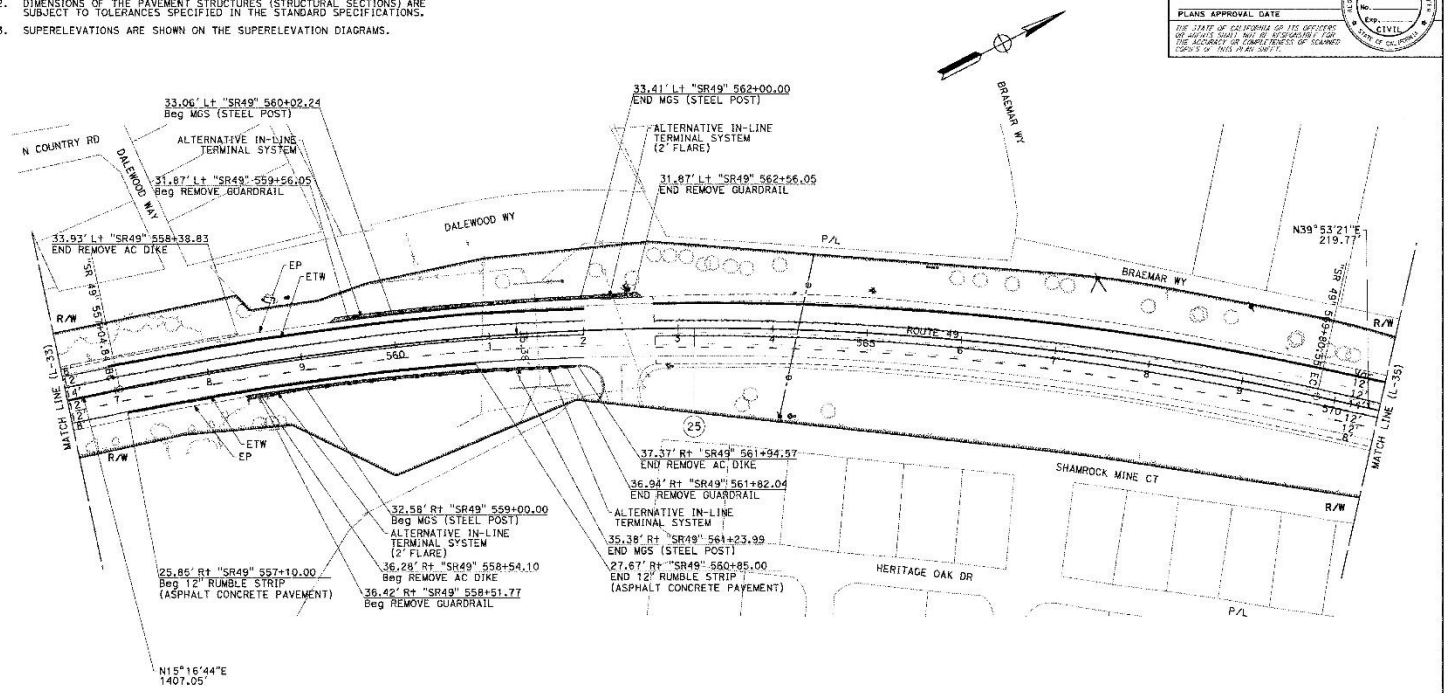
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



CURVE DATA

No. #	R	Δ	T	L
25	2,970.00'	24°36'37"	647.85	1,275.71

LAYOUT

SCALE: 1" = 50'

L-34

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN | FUNCTIONAL SUPERVISOR: GAURAV REDHI | CALCULATED/DESIGNED BY | CHECKED BY: MICHAEL MATTSON | HAMED SALAH | REVISED BY | DATE REVISED

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:15

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870ec034.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

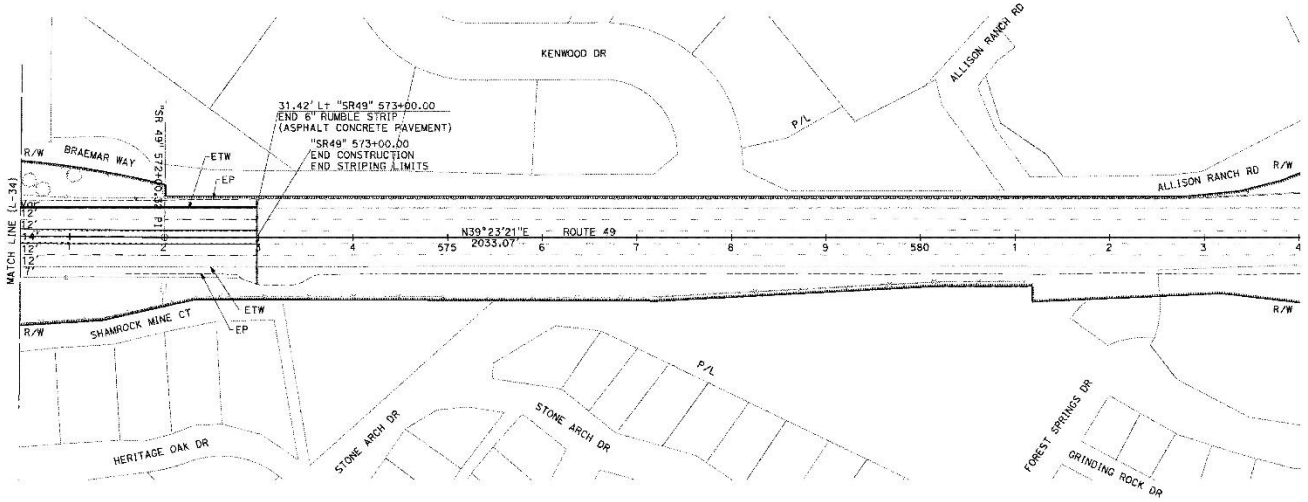
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	NEV	49	2.1/10.3		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



LAYOUT
SCALE: 1" = 50'

L-35

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
DESIGN	GAURAV REDHI	HAMED SALAH	MICHAEL MATTSON		

DATE PLOTTED => 31-JUL-2025
TIME PLOTTED => 14:15

BORDER LAST REVISED 1/4/2023 | USERNAME => s149670 | DGN FILE => 03230000870sc038.dgn | RELATIVE BORDER SCALE IS IN INCHES | UNIT 0334 | PROJECT NUMBER & PHASE 03230000870



APPENDIX B. TITLE VI–NON-DISCRIMINATION POLICY STATEMENT



CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

September 2022

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

TONY TAVARES
Director

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



APPENDIX C. USFWS, NMFS, CNDDB, AND CNPS SPECIES LISTS



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 11/13/2025 18:37:51 UTC
Project Code: 2025-0043522
Project Name: EA 03-4J110 Grass Valley Wildfire Evacuation Route

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 in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

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:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2025-0043522
Project Name: EA 03-4J110 Grass Valley Wildfire Evacuation Route
Project Type: Road/Hwy - New Construction
Project Description: This climate resiliency project is proposed along Route 49 in Nevada County between Wolf Road/Combie Road (postmile (PM) 2.1) and Ponderosa Pines (PM 10.3). The project proposes to extend shoulders, provide a continuous two way left turn lane (TWLTL), realign the roadway, extend/ replace drainage systems, extend existing bridge, construct retaining walls, replace/ relocate lighting, replace/ relocate signing, replace/ relocate existing traffic management systems, install new traffic management systems, replace nonstandard guardrails that do not meet current Manual for Assessing Safety Hardware (MASH) standards and provide concrete vegetation control under guardrail.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.09635825,-121.08542871799597,14z



Counties: Nevada County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 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.

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
Gray Wolf *Canis lupus* Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is **final** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered

REPTILES

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

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

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

FLOWERING PLANTS

NAME	STATUS
Pine Hill Flannelbush *Fremontodendron californicum ssp. decumbens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4818	Endangered
Stebbins' Morning-glory *Calystegia stebbinsii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3991	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3
Name: Risa Fackler
Address: 703 B Street
City: Marysville
State: CA
Zip: 95901
Email risa.fackler@dot.ca.gov
Phone: 5306821528

National Marine Fisheries Service – West Coast Region

Pull Date: July 31, 2025

Project EA #	03-4J110	03-4J110
Date Queried	31-July-25	31-July-25
Quad Name	Grass Valley	Lake Combie
Quad Number	39121-B1	38121-A1
ESA Anadromous Fish		
SONCC Coho ESU (T)		
CCC Coho ESU (E)		
CC Chinook Salmon ESU (T)		
CVSR Chinook Salmon ESU (T)	X	X
SRWR Chinook Salmon ESU (E)		
NC Steelhead DPS (T)		
CCC Steelhead DPS (T)		
SCCC Steelhead DPS (T)		
SC Steelhead DPS (E)		
CCV Steelhead DPS (T)	X	X
Eulachon (T)		
sDPS Green Sturgeon (T)		
ESA Anadromous Fish Critical Habitat		
SONCC Coho Critical Habitat		
CCC Coho Critical Habitat		
CC Chinook Salmon Critical Habitat		
CVSR Chinook Salmon Critical Habitat		
SRWR Chinook Salmon Critical Habitat		
NC Steelhead Critical Habitat		
CCC Steelhead Critical Habitat		
SCCC Steelhead Critical Habitat		
SC Steelhead Critical Habitat		
CCV Steelhead Critical Habitat		
Eulachon Critical Habitat		

sDPS Green Sturgeon Critical Habitat		
ESA Marine Invertebrates		
Range Black Abalone (E)		
Range White Abalone (E)		
ESA Marine Invertebrates Critical Habitat		
Black Abalone Critical Habitat (E)		
ESA Sea Turtles		
East Pacific Green Sea Turtle (T)		
Olive Ridley Sea Turtle (T/E)		
Leatherback Sea Turtles (E)		
North Pacific Loggerhead Sea Turtle (E)		
ESA Whales		
Blue Whales (E)		
Fin Whales (E)		
Humpback Whales (E)		
Southern Resident Killer Whale (E)		
North Pacific Right Whale (E)		
Sei Whale (E)		
Sperm Whale (E)		
ESA Pinnipeds		
Guadalupe Fur Seal (T)		
Steller Sea Lion Critical Habitat		

Essential Fish Habitat		
Coho EFH		
Chinook Salmon EFH	X	X
Groundfish EFH		
Coastal Pelagics EFH		
Highly Migratory Species EFH		
MMPA Species		
ESA & MMPA Cetaceans/Pinnipeds		
MMPA Cetaceans		
MMPA Pinnipeds		

X = Designated critical habitat may be present.

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Grass Valley (3912121) OR Lake Combie (3912111))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Brandegee's clarkia *Clarkia biloba ssp. brandegeeae*	PDONA05053	None	None	G4G5T4	S4	4.2
brownish beaked-rush *Rhynchospora capitellata*	PMCYP0N080	None	None	G5	S2	2B.2
California black rail *Laterallus jamaicensis coturniculus*	ABNME03041	None	Threatened	G3T1	S2	FP
chaparral sedge *Carex xerophila*	PMCYP03M60	None	None	G2	S2	1B.2
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G4	S4	SSC
dubious pea *Lathyrus sulphureus var. argillaceus*	PDFAB25101	None	None	G5T1T2Q	S1S2	3
finger rush *Juncus digitatus*	PMJUN013E0	None	None	G1	S1	1B.1
foothill yellow-legged frog - north Sierra DPS *Rana boylii pop. 3*	AAABH01053	None	Threatened	G3T2	S2	
northwestern pond turtle *Actinemys marmorata*	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
Pine Hill flannelbush *Fremontodendron decumbens*	PDSTE03030	Endangered	Rare	G1	S1	1B.2
Scadden Flat checkerbloom *Sidalcea stipularis*	PDMAL110R0	None	Endangered	G1	S1	1B.1
spicate calycadenia *Calycadenia spicata*	PDAST1P090	None	None	G3?	S3	1B.3
Stebbins' morning-glory *Calystegia stebbinsii*	PDCON040H0	Endangered	Endangered	G1	S1	1B.1
Townsend's big-eared bat *Corynorhinus townsendii*	AMACC08010	None	None	G4	S2	SSC
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T3	S3	
yellow-breasted chat *Icteria virens*	ABPBX24010	None	None	G5	S4	SSC

Record Count: 16

Government Version -- Dated June, 29 2025 -- Biogeographic Data Branch

Page 1 of 1

Report Printed on Thursday, July 31, 2025

Information Expires 12/29/2025

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

29 matches found. Click on scientific name for details

Search Criteria: , 9-Quad include [3912018:3912028:3812088:3812181:3912121:3912122:3912111:3912112:3812182]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	GENERAL HABITATS	MICROHABITATS	LOWEST ELEVATIO (FT)
Allium jepsonii	Jepson's onion	Alliaceae	perennial bulbiferous herb	Apr-Aug	None	None	G2	S2	1B.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Serpentine, Volcanic	985
Allium sanbornii var. *congdonii*	Congdon's onion	Alliaceae	perennial bulbiferous herb	Apr-Jul	None	None	G3T3	S3	4.3	Chaparral, Cismontane woodland	Serpentine, Volcanic	985
Allium sanbornii var. *sanbornii*	Sanborn's onion	Alliaceae	perennial bulbiferous herb	May-Sep	None	None	G3T4?	S3S4	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Gravelly, Serpentine (usually)	855
Arctostaphylos mewukka ssp. *truei*	True's manzanita	Ericaceae	perennial evergreen shrub	Feb-Jul	None	None	G4?T3	S3	4.2	Chaparral, Lower montane coniferous forest	Roadsides (sometimes)	1395
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual/perennial herb	Aug	None	None	G5	S4	4.2	Marshes and swamps (ponds, slow water)		100
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	None	None	G3	S3	4.3	Chaparral, Cismontane woodland, Lower montane coniferous forest	Gabbroic, Serpentine (usually)	165

Calycadenia spicata	spicate calycadenia	Asteraceae	annual herb	May-Sep	None	None	G3?	S3	1B.3	Cismontane woodland, Valley and foothill grassland	Adobe, Clay, Disturbed areas, Dry, Gravelly, Openings, Roadsides, Rocky	130
Calystegia stebbinsii	Stebbins' morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jul	FE	CE	G1	S1	1B.1	Chaparral (openings), Cismontane woodland	Gabbroic (sometimes), Seeps (sometimes)	605
Carex xerophila	chaparral sedge	Cyperaceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Gabbroic, Serpentine	915
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G3	S3	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Gabbroic, Serpentine, Shale	805
Clarkia biloba ssp. *brandegeeae*	Brandegee's clarkia	Onagraceae	annual herb	(Mar)May-Jul	None	None	G4G5T4	S4	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Roadsides (often)	245
Claytonia parviflora ssp. *grandiflora*	streambank spring beauty	Montiaceae	annual herb	Feb-May	None	None	G5T3	S3	4.2	Cismontane woodland	Rocky	820
Cypripedium montanum	mountain lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	None	None	G4G5	S4	4.2	Broadleafed upland forest, Cismontane woodland, Lower montane coniferous forest, North Coast coniferous forest		605
Eriogonum tripodum	tripod buckwheat	Polygonaceae	perennial deciduous shrub	May-Jul	None	None	G4	S4	4.2	Chaparral, Cismontane woodland	Serpentine (often)	655

Fremontodendron decumbens	Pine Hill flannelbush	Malvaceae	perennial evergreen shrub	Apr-Jul	FE	CR	G1	S1	1B.2	Chaparral, Cismontane woodland	Gabbroic (sometimes), Rocky, Serpentine (sometimes)	1395
Fritillaria eastwoodiae	Butte County fritillary	Liliaceae	perennial bulbiferous herb	Mar-Jun	None	None	G3Q	S3	3.2	Chaparral, Cismontane woodland, Lower montane coniferous forest (openings)	Serpentine (sometimes)	165
Githopsis pulchella ssp. *serpentinicola*	serpentine bluecup	Campanulaceae	annual herb	May-Jun	None	None	G4T3	S3	4.3	Cismontane woodland	Serpentine (usually)	1050
Jensia yosemitana	Yosemite tarplant	Asteraceae	annual herb	(Apr)May-Jul	None	None	G3	S3	3.2	Lower montane coniferous forest, Meadows and seeps		3935
Juncus digitatus	finger rush	Juncaceae	annual herb	(Apr)May-Jun	None	None	G1	S1	1B.1	Cismontane woodland (openings), Lower montane coniferous forest (openings), Vernal pools (xeric)		2165
Lathyrus sulphureus var. *argillaceus*	dubious pea	Fabaceae	perennial herb	Apr-May	None	None	G5T1T2Q	S1S2	3	Cismontane woodland, Lower montane coniferous forest, Upper montane coniferous forest		490
Leptosiphon aureus	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G4?	S4?	4.2	Chaparral, Cismontane woodland, Coastal prairie, Valley and foothill grassland		180

Lilium humboldtii ssp. *humboldtii*	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	None	None	G4T3	S3	4.2	Chaparral, Cismontane woodland, Lower montane coniferous forest	Openings	295
Perideridia bacigalupii	Bacigalupi's yampah	Apiaceae	perennial herb	Jun-Aug	None	None	G3	S3	4.2	Chaparral, Lower montane coniferous forest	Serpentine	1475
Piperia leptopetala	narrow-petaled rein orchid	Orchidaceae	perennial herb	May-Jul	None	None	G4	S4	4.3	Cismontane woodland, Lower montane coniferous forest, Upper montane coniferous forest		1245
Poa sierrae	Sierra blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	None	None	G3	S3	1B.3	Lower montane coniferous forest	Openings	1200
Rhynchospora capitellata	brownish beaked-rush	Cyperaceae	perennial herb	Jul-Aug	None	None	G5	S2	2B.2	Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Upper montane coniferous forest	Mesic	150
Sidalcea gigantea	giant checkerbloom	Malvaceae	perennial rhizomatous herb	(Jan-Jun)Jul-Oct	None	None	G3	S3	4.3	Lower montane coniferous forest, Upper montane coniferous forest	Seeps	2200

Sidalcea stipularis	Scadden Flat checkerbloom	Malvaceae	perennial rhizomatous herb	Jul-Aug	None	CE	G1	S1	1B.1	Marshes and swamps (montane freshwater)	2295
Viburnum ellipticum	oval-leaved viburnum	Viburnaceae	perennial deciduous shrub	May-Jun	None	None	G4G5	S3	2B.3	Chaparral, Cismontane woodland, Lower montane coniferous forest	705

Showing 1 to 29 of 29 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 13 November 2025].
}



APPENDIX D. SHPO CONCURRENCE LETTER



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

August 19, 2025

VIA EMAIL

In reply refer to: FHWA -CATRA_2025_0715_001

Ms. Lisa Bright, Environmental Branch Chief
Caltrans North Region Environmental
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed Grass Valley Fire Evacuation Route in Grass Valley, Nevada County, CA

Dear Ms. Bright:

Caltrans is initiating consultation regarding the above project in accordance with the 2024 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), 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* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report, an Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

The purpose of this undertaking is to address existing evacuation barriers identified at bottleneck locations on the Route 49 corridor between postmile 2.1 and postmile 10.2. The proposed undertaking will extend shoulders, provide a continuous two way left turn lane, realign the roadway, extend/ replace drainage systems, extend existing bridge, construct retaining walls, replace/ relocate lighting, replace/ relocate signing, replace/ relocate existing traffic management systems, install new traffic management systems, replace nonstandard guardrails that do not meet current Manual for Assessing Safety Hardware standards and provide concrete vegetation control under guardrail.

As part of its identification efforts, Caltrans determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 21966 State Highway 49
- 20696 State Highway 49
- 10025 Ladybird Drive
- 19995 Cerrito Road
- 10051 Holcomb Drive

- 19226 Cherry Creek Road
- 19120 Cherry Creek Road
- 19028 Cherry Creek Road
- 18462 Cherry Creek Road
- 18129 Retreat Road
- 18053 Retreat Road
- 17987 State Highway 49
- 17949 State Highway 49
- 17511 State Highway 49
- Mabel Canal
- 16817 Bissell Place
- Rattlesnake Creek Culvert
- 15676 State Highway 49

Based on review of the submitted documentation, I concur with the above determinations.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

APPENDIX E. ENVIRONMENTAL COMMITMENTS RECORD



Environmental Commitments Record (ECR)

DIST-CO-RTE: 03 - NEV - 049 **PM/PM:** 2.100/9.800 **EA/Project ID:** 03-4J110_ / 0323000087

Project Description: Widen shoulders, construct two-way left-turn lane, rehabilitate pavement and drainage systems, and upgrade lighting, signs, guardrail, and Traffic Management System (TMS) elements, and add wildlife crossing.

Environmental Planner: Jason Ammerman **Phone:** 530-649-6959

Construction Liaison: James Robertson **Phone:** 916-803-3747

Resident Engineer: **Phone:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife	4/14/25	5/12/25				
1600	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board	4/14/25	5/16/25				
401	Regional Water Quality Control Board						
404 Nationwide Verification	US Army Corps of Engineers						
404 Non-Reporting	US Army Corps of Engineers	6/15/25	6/15/25				

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Create SSP 14-1.02 Environmental Sensitive Area	Env Doc	SSP	Biologist						
Biology	Create SSP 14-6.03(A) Species Protection	Env Doc	SSP	Biologist						
Biology	Create SSP 14-6.03D(1) Contractor Supplied Biologist	Env Doc	SSP	Biologist						
Biology	Create SSP 14-6.03D(3) BRIP	Env Doc	SSP	Biologist						
Landscape	Comply with BMP AR-2: Erosion control measures for exposed disturbed soil areas	Env Doc	Yes	Landscape Architecture						
Landscape	Comply with VIS-1: Create Post-Construction Project Planting Plan during 1-Phase	Env Doc	Yes	Landscape Architecture						

Environmental Commitments Record for Grass Valley Wildfire Evacuation

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Landscape	Comply with VIS-2: Provide Architectural Aesthetic Treatment for Project Retaining Walls and Bridge Barriers/Railings	Env Doc	Yes	RE, Design & Bridge Architecture	Finalize Aesthetic Treatment Design prior to RTL					

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Comply with SSP 14-6.03D(3) BRIP	Env Doc	SSP	RE	Submit BRIP to ECL for approval					
Biology	ECL to contact biologist to notify when construction starts	Env Doc	n/a	ECL						
Permits	Comply with measure __ notification of project initiation	1600 Agreement	n/a	ECL						
Biology/ Permits	Comply with SSP 14-6.03D. Contractor Supplied Biologist. Comply with Measure __ Designated Biologist	Env Doc/ 1600 Permit	SSP	ECL/RE	Submit CSB resumes to ECL. CDFW will approve biologist					
Biology/Permits	Comply with Standard Special Provision (SSP) 14-6.03 Species Protection Comply with measure __ nesting birds Comply with measure __ Biological survey	Env Doc/ 1600 permit	SSP	ECL/RE	Perform nesting bird and northwestern pond turtle surveys					

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Comply with the 2024 Caltrans' Standard Specifications in Section 14-9	Std. Spec	Std. Spec	RE						
Biology	Comply with SSP 14-6.03D(3) BRIP	Env Doc	SSP	RE	Provide BRP to all new employees before start of work					
Biology	Comply with Standard Special Provision (SSP) 14-6.03D Contractor Supplied Biologist	Env Doc	SSP	RE						
Biology	Comply with Standard Specification 14-6 Biological Resources	Env Doc	Std. Spec	RE						
Cultural Resources	Comply with Standard Specification (SSP) 14-2.03A Archaeological Resources General	Section 106	Std. Spec	RE	Stop work if cultural resources are found and notify Caltrans Archaeologist					
Hazardous Waste	Use Standard Special Provision (SSP) 14-11.06,Disturbance of Existing Paint Systems on Bridges		Yes							
Hazardous Waste	Use Standard Special Provision (SSP) 14-11.14,Treated		Yes							

Environmental Commitments Record for Grass Valley Wildfire Evacuation

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	Wood Waste									
Hazardous Waste	Use Standard Special Provision (SSP) 7-1.02K(6)(j)(iii)Earth Material Containing Lead		Yes							
Hazardous Waste	Use Standard Special Provision (SSP) 83-9.03B Remove Traffic Stripes and Pavement Makings Containing Lead		Yes							
Hazardous Waste	Use Standard Special Provision 36-4, traffic stripping		SSP							
Landscape	Comply with BMP AR-3: Avoid or minimize removal of established trees	Env Doc	n/a	RE						
Stormwater	Complete/acquire TBMP M600 Cert to confirm the construction of permanent treatment BMPs.	HQ	n/a	NPDES						
Biology/ Permits	Comply with Standard Special Provision (SSP) 14-6.03. Species Protection. Comply with Measure __ Nesting birds Comply with Measure __ Biological surveys	Env Doc/ 1600 permit	SSP	RE						

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Landscape	Comply with BMP AR-4: Replace removed or damaged highway planting where feasible	Env Doc	n/a	RE						
Stormwater	Complete M800 TBMP Cert to ensure permanent TBMPs are documented in the SW-Portal and IMMS.	HQ	n/a	NPDES						
Stormwater	Complete/acquire TBMP M600 Cert to confirm the construction of permanent treatment BMPs.	HQ	n/a	NPDES						
Revegetation	Comply with approved restoration plan and permit mitigation conditions.	1600 Agreement	n/a	RS					Restoration plan not yet approved - mitigation requirements not known. Will be updated after permits are received.	