HENNESS PASS CAPM PROJECT

Initial Study with Proposed Mitigated Negative Declaration

SIERRA COUNTY, CALIFORNIA

DISTRICT 03 – SIE – 89 – POST MILES 0.0 to 15.2

EA 03-2J220 / EFIS 0321000200

Prepared by the
State of California Department of Transportation

March 2026

General Information About This Document

What's 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 Henness Pass Capital Preventative Maintenance (CAPM) Project on State Route (SR) 89 in Sierra County, California.

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

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available upon request at: Caltrans District 3 Office, 703 B Street, Marysville, CA 95901.
- This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-projects
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by April 29, 2026.
- Please send comments via U.S. mail to:

  California Department of Transportation
  North Region Environmental – District 3
  Attention: Angelica Flores
  703 B Street
  Marysville, CA 95901

- Send comments via e-mail to: 03_2J220_Project_Inbox@dot.ca.gov
- Be sure to send comments by the deadline: April 29, 2026.

What happens next:

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

Alternate Formats:

To obtain a copy in an alternate format other than the one provided, please submit a request to Caltrans, Attention: Jeremy Linder, District 3, 703 B Street, Marysville, CA 95901, (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.

State Clearinghouse# Pending
03-SIE-89-0.0/15.2
EA 03-2J220 / EFIS 0321000200

HENNESS PASS CAPM PROJECT

The project proposes to preserve and extend the life of existing pavement on SR 89, rehabilitate or replace culverts, upgrade metal beam guardrail, replace an existing census station, and construct a maintenance vehicle pullout on SR 89 in Sierra County, between Post Miles (PM) 0.0 to 15.2, south of Sierraville.

Initial Study with Proposed Mitigated Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Erin Dwyer

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

03/09/2026

Date of Approval

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

California Department of Transportation
North Region Environmental – District 3
Attn: Angelica Flores
703 B Street
Marysville, CA 95901
Email: 03_2J220_Project_Inbox@dot.ca.gov
(530) 812-5715

❖

State Clearinghouse Number: Pending

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to preserve pavement along the length of the project, which includes overlaying 0.20-foot Hot-Mix Asphalt-Type A (HMA-A) and placing a new structural section in dig-out areas identified with local pavement failure. The project would also replace and/or rehabilitate existing drainage systems that are in fair to poor condition. Other work would include constructing Maintenance Vehicle Pullouts (MVP), place imported shoulder backing material where appropriate, replacing Metal Beam Guardrail (MBGR), upgrading Transportation Management Systems (TMS) elements, and replacing the existing census station.

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 not have a significant impact on the environment for the following reasons:

The proposed project would have *no impact* on:

- Agriculture and Forest Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources

- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

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

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Mandatory Findings of Significance
- Transportation
- Tribal Cultural Resources

With the following mitigation measures incorporated, the proposed project would have *less than significant impacts* to Biological Resources:

Onsite restoration of riparian and Waters of the U.S. and State would be implemented to the greatest extent possible. However, some permanent impacts may be unavoidable due to the proposed construction activities. Caltrans will provide compensatory mitigation for the authorized impacts to wetlands and waters of the U.S. and State by purchasing Aquatic Resource Credits. Required credits would be purchased from the National Fish and Wildlife Foundation's (NFWF) Sacramento District California In-Lieu Fee Program. The appropriate mitigation will be determined through the permit consultation process with the Central Valley Regional Water Quality Control Board and the California Department of Fish and Wildlife.

Erin Dwyer

Erin Dwyer, Office Chief
North Region Environmental – District 03
California Department of Transportation
CEQA Lead Agency

03/09/2026

Date of Approval

Table of Contents

Table of Contents ..... **vii**
List of Figures ..... **ix**
List of Tables ..... **ix**
CHAPTER 1.PROPOSED PROJECT **1**
1.1 General Project Information 1
1.2 Project Purpose and Need 4
1.3 Project Description 4
1.4 Permits and Approvals Needed 5
1.5 Standard Measures and Best Management Practices 5
1.6 Discussion of the National Environmental Policy Act (NEPA) Categorical Exclusion 16
CHAPTER 2. CEQA EVALUATION **17**
Environmental Factors Potentially Affected 17
2.1 Aesthetics 19
2.2 Agriculture and Forest Resources 22
2.3 Air Quality 24
2.4 Biological Resources 26
2.5 Cultural Resources 31
2.6 Energy 33
2.7 Geology and Soils 34
2.8 Hazards and Hazardous Materials 39
2.9 Hydrology and Water Quality 42
2.10 Land Use and Planning 45
2.11 Mineral Resources 46
2.12 Noise 47
2.13 Population and Housing 49
2.14 Public Services 50
2.15 Recreation 52
2.16 Transportation 53
2.17 Tribal Cultural Resources 55

2.18 Utilities and Service Systems 57
2.19 Wildfire 59
2.20 Mandatory Findings of Significance 62
CHAPTER 3. LIST OF PREPARERS 64
CHAPTER 4. REFERENCES 65
APPENDIX A. PROJECT LAYOUTS 71

List of Figures

Figure 1. Project Vicinity Map 2
Figure 2. Project Location Map 3
Figure 3. CAL FIRE Fire Hazard Severity Zone Map 61

List of Tables

Table 1. Agency, PLACs, and Status 5
Table 2 . Environmental Factors Affected 17
Table 3. FESA Determinations for Federally Listed Special Status Species 27
Table 4. CESA Determinations of State-listed Special Status Species 28
Table 5. CAL-CET Estimates of GHG Emissions During Construction 38

CHAPTER 1. PROPOSED PROJECT

1.1 General Project Information

Project Title: Henness Pass Capital Preventative Maintenance (CAPM) Project

Lead Agency:

California Department of Transportation District 03

703 B Street

Marysville, CA 95901

Contact Person: Angelica Flores (530) 812-5715

Project Location:

The proposed project is in Sierra County on State Route (SR) 89 from the Sierra/Nevada County line (PM 0.0) to approximately 0.2 miles north of the SR 89/SR 49 junction (PM 15.2) (Figures 1 and 2).

General Plan Designation and Zoning:

The project corridor is located within unincorporated Sierra County and traverses areas designated as Timberland, Resource, and Rural Residential under the Sierra County General Plan. Zoning along the alignment has various land use designations such as General Forest, General Agriculture, and Rural Residential zoning districts.

Surrounding Land Use and Setting:

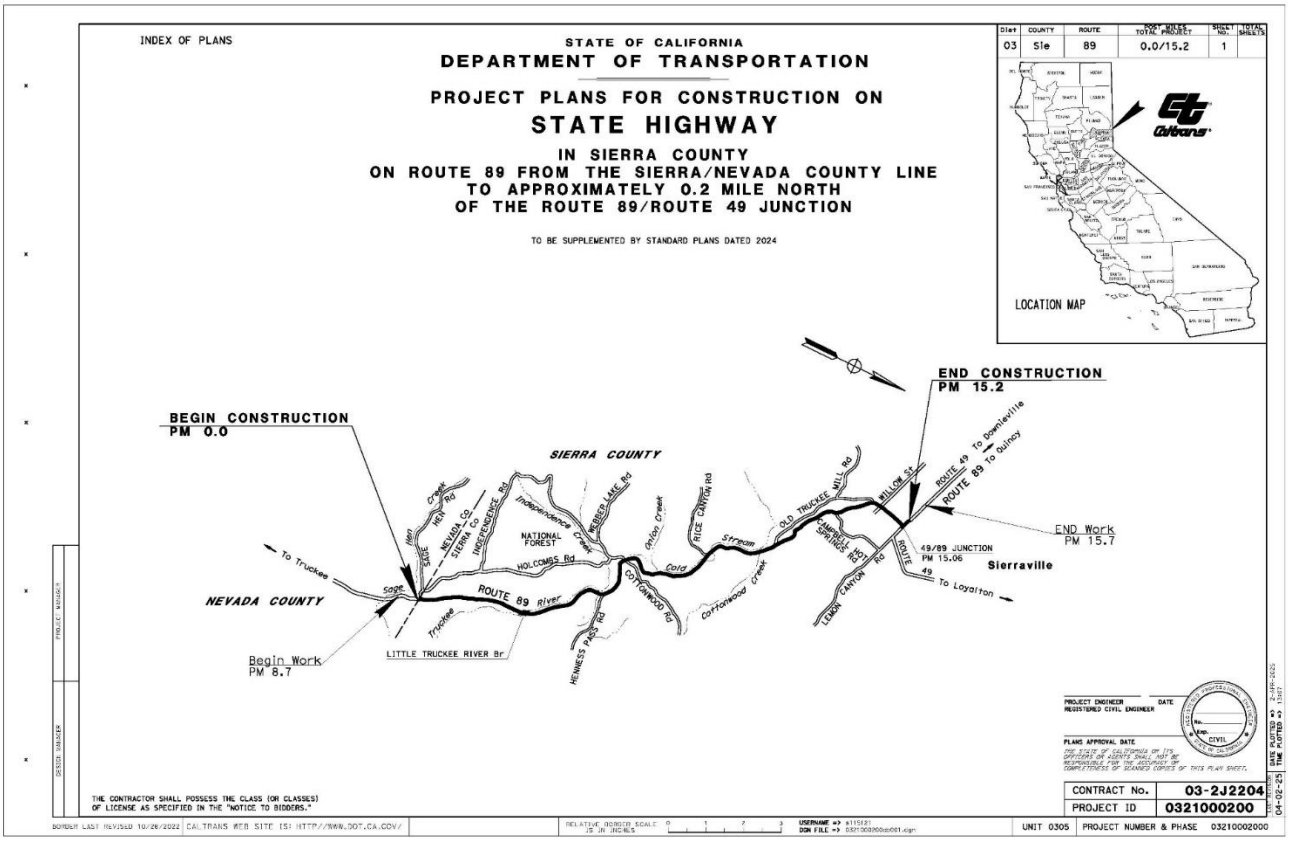
There are a variety of Land Use designations throughout the project area such as urban and prime farmland. The area is predominantly rural and mountainous, characterized by forest lands, open space, and low density rural residential development. The surrounding land use includes United States Forest Service lands, private timberlands, and scattered residential parcels.

Tribal Cultural Resources:

Caltrans initiated Native American Tribal consultation pursuant to Public Resources Code 21080.3.1 (i.e. AB 52) via letter dated July 16, 2024 with the Nevada City Rancheria, the Washoe Tribe of Nevada and California, and the Susanville Indian Rancheria. None of the contacted Tribes requested consultation in accordance with AB 52.

Figure 1. Project Vicinity Map

Figure 2. Project Location Map



1.2 Project Purpose and Need

Purpose

The purpose of this project is to preserve the existing pavement and prevent further deterioration of the existing roadway, extend the operational life of the drainage systems, and improve safety features within the project limits.

Need

The project is needed to preserve the existing roadway as conditions continue to deteriorate over time. The 2019 Pavement Condition Summary Report revealed 0.16 percent Alligator B Cracking and is projected to exhibit 14.77 percent Alligator B Cracking in 2027. The International Roughness Index (IRI) is expected to increase from 70 inches/mile in 2019 to 101 inches/mile in 2027. Drainage systems identified in poor condition require replacement or rehabilitation to maintain and preserve in a state of good repair.

Problem, Deficiencies, Justification

In addition to the needs outlined above, MBGR needs to be replaced to meet current safety standards. An MVP is needed for maintenance to perform roadway maintenance and snow removal operations and turn large vehicles and equipment around as the limits of this project are served by two different Maintaince Stations.

1.3 Project Description

Caltrans proposes to preserve pavement along the length of the project, which includes overlaying 0.20-foot of HMA-A and placing a new structural section on dig out areas identified with local pavement failure (Appendix A-Project Layouts). The project would also replace 21 culvert systems and rehabilitate 36 existing drainage systems currently in poor condition using Cured-in Place Pipe (CIPP). Additional work would include construction of a MVP at southbound PM 12.25, replacing approximately 11,830 linear feet of guardrail with metal beam guardrail (MBGR), upgrading Transportation Management Systems (TMS) elements (signs, non-standard signs, etc.), and replacing the existing census station at PM 14.75 to meet current standards.

Because the purpose of the project is to preserve the existing pavement, any additional work outside of preventative maintenance activities, such as the construction of shoulders within the project area, would be outside the scope of the project. Due to funding limitations associated with the ongoing State Budget Deficit,

any scope of work that does not directly address the purpose and need of the project is unlikely to be funded.

1.4 Permits and Approvals Needed

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

Table 1. Agency, PLACs, and Status

Agency	PLACs	Status
U.S. Army Corps of Engineers	Section 404 non-reporting	Preparing for submittal
U.S. Fish and Wildlife Service	Section 7 Informal Consultation for Threatened and Endangered Species	Concurrence received on November 21, 2025
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification or Waste Discharge Requirements	Preparing for submittal
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	Preparing for submittal

1.5 Standard Measures and Best Management Practices

CEQA Guidelines Section 15370 defines mitigation as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for an impact. In contrast, Caltrans consistently implements projects applying Standard Measures and Best Management Practices as features or components on most, if not all, Caltrans projects. These project components are prescriptive and sufficiently standardized to be generally applicable for a project, and result from laws, permits, agreements, guidelines, and agency directives and policies as well as measures outlined in Caltrans plans, specifications, and special provisions. For this reason, these measures and practices are not considered “mitigation” under CEQA; rather, they are part of the project and included prior to determining impact significance.

Aesthetic Resources

AR-1: Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally-appropriate native vegetation.

AR-2: Where feasible, construction lighting would be temporary, and directed specifically on the portion of the work area actively under construction.

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

Air Quality

AQ-1: The construction contractor must comply with Caltrans Standard Specifications which require compliance by the contractor with all applicable laws and regulations related to air quality, including the Sierra Air Quality Management District regulations and local ordinances.

AQ-2: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114

AQ-3: A Dust Control Plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities. Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions. Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.

AQ-4: Environmentally sensitive areas will be established near sensitive air receptors (e.g., near a school, hospital, nursing home, etc.). Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.

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. Environmental Awareness Training may be provided by the project biologist or contractor-supplied biologist.

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 5 days prior to vegetation removal. If an active nest is located, the biologist would coordinate with California Department of Fish and Wildlife (CDFW) to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within 5 days prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a “limited operation” buffer zone

around the active nest site and biological monitoring of the active nest site.

C. To prevent attracting wildlife such as corvids or bears, no trash or foodstuffs would be left or stored on-site. All food-related trash will be disposed of in closed, bear-proof containers and removed from the project area at least once a week during the construction period. If bear-proof containers are not available, then food-related trash will be removed from the project area daily. Construction personnel will not feed or otherwise attract wildlife to the project area.

D. 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 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. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Decontamination Protocol* (CDFW 2022) for all field gear and equipment in contact with water (SS 14-6.05).

BR-4: Plant Species and Sensitive Natural Communities

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

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

BR-5: Wetlands and Other Waters

A. Prior to any creek diversion, the contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval (SS 13-12.01). Depending on site conditions, the plan may also require specifications for the relocation of sensitive aquatic species. Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.

B. In-stream work would be restricted to the period between May 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species (see also BR-2). Construction activities restricted to this period include any work below ordinary high water and top of bank. Construction activities performed above the OHWM/Top of Bank (CDFW jurisdiction) of a watercourse that could potentially directly impact surface waters (i.e., soil disturbance that could lead to turbidity) would be performed during the dry season, typically between June through October, or as weather permits per the authorized contractor-prepared Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP), and/or project permit requirements.

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

D. If allowed by regulatory agencies, temporary wetland protection mats may be used to prevent permanent damage and minimize temporary damage to wetlands from construction activities. Mats should be designed to accommodate motorized equipment or vehicles. Mats would be removed when wetland access is no longer needed or by October 15 (regulated by USACE and the Regional Water Board) of each year.

BR-6: To ensure that all construction personnel are trained, that avoidance and minimization measures are properly implemented, that required construction fencing, silt fencing, and/or straw wattles are installed, and that sensitive habitats are avoided, a designated biologist will monitor construction activities as appropriate. If a special status wildlife species is observed within the work area during construction, all activities within the immediate area of the animal will stop until the individual moves out of the work area on its own accord. Observations of state or federally listed species will be reported immediately to Caltrans. The monitor will also conduct clearance surveys for special status species within the work area prior to commencement of work as appropriate.

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 § 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 determined to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendant (MLD).

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

Greenhouse Gas Emissions

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

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

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

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

Hazardous Waste and Material

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

HW-2: Hazardous chemicals are known to exist in the wood posts associated with metal beam guardrail and signposts. As such, if wood posts are removed, they shall be disposed of in accordance with Standard Special Provision 14-11.14 (Treated Wood Waste).

HW-3: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Residue Containing Lead from Paint and Thermoplastic."

Noise

NR-1: Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9 p.m. to 6 a.m.

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.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities. Utility providers would notify utility customers of potential service disruptions before relocation work begins.

UE-3: The project is located within the *Very High* CAL FIRE Threat Zone. The contractor would be required to submit a job site 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. Construction site BMPs would follow the latest edition of the Caltrans Storm Water Quality Handbooks: Construction Site Best Management Practices (BMPs) Manual (Caltrans 2024) to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

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

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

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

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

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

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

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

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

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

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion would be prepared in accordance with NEPA. When required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special status species by the USFWS and NMFS–in other words, species protected by the Federal Endangered Species Act). Nothing in this document should be considered a determination pursuant to NEPA.

CHAPTER 2. CEQA EVALUATION

Environmental Factors Potentially Affected

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

Table 2 . Environmental Factors Affected

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

CEQA ENVIRONMENTAL CHECKLIST

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

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

2.1 Aesthetics

Based on the information in the *Statement of No Visual Resource Impact and Scenic Resource Evaluation* (SRE) (Caltrans 2025i) dated September 19, 2025, and the *Visual Impact Assessment* (VIA) (Caltrans 2025h) dated September 2, 2025, the following CEQA determinations have been made, except as provided in Public Resources Code Section 21099:

Question – Would the project:	**CEQA Determination**
a) Have a substantial adverse effect on a scenic vista?	No Impact A scenic vista was identified in the project limits; however, it would not be impacted by the proposed project as the scope of work consists of culvert rehabilitation and groundwork within the Caltrans operational right-of-way. No visual changes would occur as a result of the project.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact A scenic vista was identified in the project limits; however, it would not be impacted by the proposed project as the scope of work consists of culvert rehabilitation and groundwork within the Caltrans operational right-of-way. No visual changes would occur as a result of the project.

Question – Would the project:	CEQA Determination
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact The proposed project is in a non-urbanized area of Sierra County, characterized by natural terrain including forests, mountain views, and wide-open spaces. The proposed project would not remove natural features, alter prominent landforms, or introduce visually intrusive elements. It is consistent in scale and appearance with surrounding land uses and would not degrade the visual quality of public views.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question D below.

Discussion of CEQA Environmental Checklist Questions D.

Affected Environment

The proposed project is in a rural area, with primarily natural resources based in mountainous terrain and land uses that include rural residential, agricultural, open space, recreational areas, and land managed by the U.S. Forest Service. SR 89 is a two-lane conventional highway extending from the Nevada-Sierra County line to the town of Sierraville. From Sierraville to just north of Sattley, SR 89 is co-routed with SR 49.

Environmental Consequences

The proposed project's scope of work may require artificial night lighting if night work is necessary. The change in baseline conditions is temporary. Therefore, the CEQA determination would be less than significant impact in creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures

Potential impacts would be reduced to less than significant with implementation of the Standard Measures and Best Management Practices indicated in Section 1.5. Due to the finding of "less than significant," no mitigation is proposed.

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 and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the Caltrans Environmental Library Williamson Act Map (Caltrans 2025b) dated July 14, 2025, the following CEQA determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact The proposed project does not involve the conversion of any current land uses. It would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact The proposed project would not impact any agricultural lands as the proposed scope of work would take place within the existing Caltrans right of way. It would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

Question – Would the project:	CEQA Determination
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact The proposed project does not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use as the proposed scope of work would occur within the existing Caltrans right of way and outside of forest land.
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact The proposed project would replace and/or rehabilitate existing infrastructure and would not involve the conversion of any current land uses. The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

2.3 Air Quality

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

Considering the information in the *Air Quality, Greenhouse Gas, and Energy Analysis for the State Route 89 Henness Pass CAPM (Caltrans 2025a)* dated July 31, 2025, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact The proposed project's scope of work would not conflict with or obstruct implementation of any plans implemented by the Northern Sierra Air Quality Management District.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	No Impact Sierra County is categorized as an attainment/unclassified area for all current National Ambient Air Quality Standards. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question C below.
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question D below.

Discussion of CEQA Environmental Checklist Questions C and D

Affected Environment

The project site is located along SR 89 in Sierra County between PM 0.0 and 15.2, south of Sierraville. This area is characterized by a mix of mountains, forests, and rural residences. The nearest residence is within 100 feet of the proposed project limits.

Environmental Consequences

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. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Fugitive dust would be generated during grading and construction operations. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site may deposit mud on local streets, which could be an additional source of airborne dust after it dries.

Mitigation Measures

The project would comply with the Standard Measures and Best Management Practices outlined in Section 1.5. No mitigation measures are proposed.

2.4 Biological Resources

Considering the information in the Natural Environment Study/Minimal Impacts dated (*Caltrans 2025d)* October 28, 2025, the following significance determinations have been made.

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

Question – Would the project:	CEQA Determination
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact The proposed project would replace and/or rehabilitate existing facilities and would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact The proposed project would rehabilitate and/or replace existing facilities and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Discussion of CEQA Environmental Checklist Question A

Tables 3 and 4 below indicate the FESA/CESA determinations for federally listed special status species and state-listed special status species that could potentially occur within the Environmental Study Limits.

Table 3. FESA Determinations for Federally Listed Special Status Species

Federal Special Status Species	Federal Listing Status	Determination
Foothill yellow-legged frog–Feather River DPS	Federal threatened	No Effect
Northwestern pond turtle	Federal proposed threatened	No Effect
Sierra Nevada yellow-legged frog	Federal endangered	May Affect Not Likely to Adversely Affect
California spotted owl	Federal proposed threatened	No Effect
Lahontan cutthroat trout	Federal threatened	May Affect Not Likely to Adversely Affect
Gray wolf	Federal endangered	No Effect

Federal Special Status Species	Federal Listing Status	Determination
North American wolverine	Federal threatened	No Effect
Sierra Nevada red fox	Federal endangered	No Effect
Monarch butterfly	Federal proposed threatened	No Effect

Table 4. CESA Determinations of State-listed Special Status Species

State Special Status Species	State Listing Status	Determination
Foothill yellow-legged frog-Feather River DPS	State threatened	No take
Sierra Nevada yellow-legged frog	State threatened	No take
Bald eagle	State endangered, fully protected	No take
Great gray owl	State endangered	No take
Greater sandhill crane	State threatened, fully protected	No take
Swainson's hawk	State threatened	No take
Willow flycatcher	State endangered	No take
Gray wolf	State endangered	No take
North American wolverine	State threatened, fully protected	No take
Sierra Nevada red fox–Sierra Nevada DPS	State threatened	No take
Western bumblebee	State candidate endangered	No take

Affected Environment

The proposed project is located along SR 89 in Sierra County, an area characterized by mixed coniferous forests, montane shrublands, and riparian habitats. The region supports Lahontan Cutthroat Trout (LCT) and Sierra Nevada yellow-legged frog (SNYLF) in and adjacent to the Environmental Study Limits (ESL) in intermittent and perennial streams at PMs 2.01, 2.08, 2.17, 2.48, and 9.09. These streams feed into the Little Truckee River and Cold Stream which do have occurrences of LCT. These two special status species have the potential to be present within the ESL and may be impacted by the project.

Environmental Consequences

Lahontan Cutthroat Trout

The project area may provide suitable habitat in tributaries for Lahontan cutthroat trout (LCT) *(Oncorhynchus clarkii henshawi)* in the Little Truckee River and Cold Stream. LCT is not known to spawn or migrate in these areas and there are limited occurrences of it in the nearby watercourses resulting in low likelihood of LCT occurring within the ESL and BSA. The species has not been documented in CNDDB in the Little Truckee River or Cold Stream since 1961 and 1964. Therefore, the proposed project would have no effect on the resiliency, representation, and redundancy of known LCT populations. The proposed project *may affect, but is not likely to adversely affect* LCT. The USFWS concurred with this determination on November 21, 2025.

Sierra Nevada Yellow-Legged Frog

Sierra Nevada yellow-legged frog (SNYLF) *(Rana sierrae)* were not identified within the ESL or BSA and the species has not been documented in the Little Truckee River or Cold Stream since 1961 and 1964 (NES/MI Section 4.4.1). The SNYLF breeds and has tadpole development during the summer months. During surveys and habitat assessments for SNYLF that were completed during the 2024 summer, most culverts where the proposed scope of work would take place at PMs 2.01, 2.08, 2.17, 2.48, and 9.09 were dry. SYNLF may use these ephemeral drainages during rainy season for dispersal as they flow into the Little Truckee River and Cold Stream. The proposed work would occur during the summer months. In the unlikely event of occurrence, SNYLF of various life stages could be exposed to noise and vibration during construction and installation/removal of water diversion systems. SNYLF could be exposed temporarily during the construction process, depending on the activity and project phases, from May to October. Exposure is most likely to occur during the installation and removal of water diversion systems. There is no SYNLF critical habitat in the ESL and/or BSA. Due to the lack of water present at most culverts in which work is proposed, the location of more suitable streams and extensive habitat outside the ESL, and limited scope of work, it is unlikely that SNYLF would occur where work is proposed. Therefore, the proposed project *may affect, but is not likely to adversely affect* SNYLF. The USFWS concurred with this determination on November 21, 2025.

Mitigation Measures

The project would comply with measures identified in Section 1.5. No mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Questions B and C

Affected Environment

The proposed project could temporarily affect 0.2 acres (8,712 square feet) of aquatic resources of the Waters of the United States/Waters of the State in the form of ephemeral, intermittent, and perennial streams and possible seeps (Caltrans 2025e). Due to the potential installation of rock slope protection, flared end sections, and headwalls, the proposed project may also result in 0.2 acres (8,712 square feet) of permanent impacts to aquatic resources. Two drainage culverts at PM 15.13 and PM 15.18 have hydrological connectivity to vernal pool communities existing immediately north of and outside of the project at PM 15.20 in Sierra Valley. As the scope of the project would replace or rehabilitate existing facilities and would not change the drainage patterns, there would be no impacts to these vernal pools.

Environmental Consequences

Due to placement of rock slope protection (RSP), flared end section (FES) and headwall installation, and Cured-in-Place-Pipe (CIPP) lining, there could be 0.2 acres (8,712 square feet) of temporary and 0.2 acres (8,712 square feet) of permanent impacts to Waters of the U.S. and State. It is anticipated Caltrans would need to obtain a USACE Non-reporting 404, 401 Water Quality Certification, and CDFW 1602 Lake and Streambed Alteration Agreement (LSAA) permits. Coordination and consultation with CVRWQCB and CDFW will be conducted to obtain these regulatory permits. These would be determined upon final design plans. Temporary impacts would be reduced with implementation of the measures identified in Sections 1.5.

Mitigation Measures

Onsite restoration of riparian and Waters of the U.S. and State would be implemented to the greatest extent possible. However, some permanent impacts may be unavoidable due to the proposed construction activities. Caltrans will provide compensatory mitigation for the authorized impacts to wetlands and waters of the U.S. and State by purchasing Aquatic Resource Credits. Required credits would be purchased from the NFWF Sacramento District California In-Lieu Fee Program. The appropriate mitigation will be determined through permit consultation process with the CVRWQCB and CDFW.

2.5 Cultural Resources

Considering the information in the *Historical Property Survey Report* (HPSR) (Caltrans 2025c) dated October 29, 2025, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact No human remains have been identified in the project area. The proposed project is not anticipated to disturb any human remains, including those interred outside of dedicated cemeteries.

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

Four archaeological resources were identified in the project area. They will be considered eligible for the National Register of Historic Places for the purposes of this project only, and no other purpose. Therefore, they are considered significant historical resources and archaeological resources pursuant to CEQA for the purposes of the project.

Environmental Consequences

All four archaeological resources would be protected in their entirety from any potential project impacts through the establishment of environmentally sensitive areas (ESAs).

It has been determined that a Finding of No Adverse Effect with Standard Conditions: ESA is appropriate for the project. The ESAs would prevent impacts to the known resources by providing a barrier between the archaeological resources and the proposed project construction.

Mitigation Measures

The proposed project would designate the proposed ESA. Therefore, the four sites will be avoided in their entirety with designation of ESAs, and no mitigation measures are proposed.

2.6 Energy

Considering the information in the *Air Quality, Greenhouse Gas, and Energy Analysis for the State Route 89 Henness Pass CAPM Project (Caltrans 2025a)* dated July 31, 2025, the following significance determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact Given the implementation of Caltrans Standard Measures and BMPs discussed in Section 1.5, the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact Given the implementation of Caltrans Standard Measures and BMPs discussed in Section 1.5, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

2.7 Geology and Soils

Considering the scope, description, and location of the proposed project, as well as the Department of Conservation/Caltrans Highway Corridor Landslide Hazard Mapping program (California Department of Conservation 2025b) and California Geological Survey (CGS) Earthquake Zones (California Geological Survey 2025), dated July 14, 2025, and the Paleontological Resources Assessment (Caltrans 2025g) dated June 19, 2025, the following significance determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact Due to the limited scope of the project, it is unlikely that there would be potential adverse effects due to the rupture of a known earthquake fault as no work would be conducted in an active earthquake fault area or zone.
ii) Strong seismic ground shaking?	No Impact Due to the limited scope of work, construction activities would not cause strong seismic ground shaking.
iii) Seismic-related ground failure, including liquefaction?	No Impact Due to the limited scope of work, construction activities would not cause seismic-related ground failure, including liquefaction.
iv) Landslides?	No Impact Due to the limited scope of work, construction activities would not cause landslides in the project area.

Question – Would the project:	CEQA Determination
b) Result in substantial soil erosion or the loss of topsoil?	No Impact Due to the limited scope of work, the proposed project would not result in substantial soil erosion or the loss of topsoil. Soil disturbance would be limited for the minor scope of work associated with this project.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact The proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. Due to the limited scope of work, there would be no impacts.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact The proposed project is not located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), therefore, would not create substantial direct or indirect risks to life or property.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact The proposed project would not involve any work on or near wastewater disposal systems. Therefore, project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater.

Question – Would the project:	CEQA Determination
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact After analysis, it has been determined that the project area has a low potential for containing paleontological resources. The proposed project would therefore not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Caltrans 2025g).

Greenhouse Gas Emissions

Considering the information in the *Non-Capacity Increasing Climate Change Analysis* (Caltrans 2025f) dated September 24, 2025, the following determinations have been made.

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

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

The proposed project is in a rural area, with primarily natural resources based in mountainous terrain and land uses that include rural residential, agricultural, open space, recreational areas, and land managed by the U.S. Forest Service. SR 89 is a two-lane conventional highway extending from the Nevada-Sierra County line to the town of Sierraville. From Sierraville to just north of Sattley, SR 89 is co-routed with SR 49. The Sierra County Transportation Planning Agency (RTPA) guides transportation development in the project area.

Environmental Consequences

Due to the limited scope of the project, vehicle capacity of the roadway would not be increased nor would there be an increase in the number of travel lanes on SR 89 or number of vehicle miles traveled. Greenhouse Gas (GHG) emissions from transportation projects can generate GHG emissions from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase. Construction is expected to begin in 2028 and last approximately 80 working days.

The CAL-CET2021 v1.0.2 was used to estimate average carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), Black Carbon (BC), and hydrofluorocarbon-134a (HFC-134a) emissions from construction activities. Table 3 summarizes estimated GHG emissions generated by on-site equipment for the project. The total CO_2e produced during construction is estimated to be 305 metric tons.

Table 5. CAL-CET Estimates of GHG Emissions During Construction

Construction Year	CO_2 (ton)	CH_4 (ton)	N_2O (ton)	BC (ton)	HFC-134a (ton)	CO_2e (metric ton)
2028	**313**	**0.07**	**0.018**	**0.011**	**0.009**	**305**
Total	**313**	**0.007**	**0.018**	**0.011**	**0.009**	**305**

Mitigation Measures

The project would comply with measures identified in Sections 1.5. No mitigation measures are proposed.

2.8 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment (Caltrans 2025d) dated August 1, 2025, the following determinations have been made.

Question – Would the project:	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question A below.
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact Due to the limited scope of work, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
c) 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** See discussion of CEQA Environmental Checklist Question C below.
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact The proposed project is not on the Cortese List; therefore, there would be no impact.
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact The proposed project is not located within two nautical miles of a public airport or public use airport; therefore, there would be no impact.

Question – Would the project:	CEQA Determination
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact Due to the limited scope of work, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact The proposed project would not change the risk of wildland fires in or near the project area. The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires as the scope of work includes upgrading facilities to current standards.

Discussion of CEQA Environmental Checklist Questions A and C

Affected Environment

The project site is located along SR 89 in Sierra County near Sierraville between PMs 0.0 and 15.2, an area characterized by a mix of mountains, forests, and rural residences. The William R. Rouse ROP, a vocational high school, is near the proposed project at PM 14.7 in Sierra County.

Environmental Consequences

Hazardous levels of lead and chromium are known to exist in yellow-color traffic stripes. Since these traffic stripes would be cold-planed along with the roadway, the levels of lead and chromium would become non-hazardous. Non-hazardous levels of lead are also known to exist in white traffic striping.

In the event that CIPP is used to rehabilitate or replace drainage facilities, the potential for hazardous waste may exist with styrene (a highly volatile chemical used in the main liner). Hazardous chemicals are also known to exist in the wood posts associated with metal beam guardrail and signposts. With the implementation of the measures in Sections 1.5, there would be a less than significant impact.

Mitigation Measures

The project would comply with the measures identified in Sections 1.5. No mitigation measures are proposed.

2.9 Hydrology and Water Quality

Considering the information in the Water Quality Assessment *(Caltrans 2025k)* dated November 3, 2025, the following determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	No Impact The proposed project would adhere to water quality standards and waste discharge requirements identified in the Caltrans Standard Measures and BMPs discussed in Section 1.5.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact The proposed project would not substantially impact any groundwater reservoirs, nor impede sustainable groundwater management of the basin as the proposed construction activities would not impede sustainable groundwater management of the basin
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact The project involves rehabilitating or replacing existing culverts in their current location without changing drainage patterns. The proposed project would not substantially alter the existing drainage pattern of the site or area.

Question – Would the project:	CEQA Determination
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact The project involves rehabilitating or replacing existing culverts and other facilities in their current location without changing drainage patterns. The proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding.
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact The project involves rehabilitating or replacing existing culverts and other facilities in their current location without changing drainage patterns. The proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.
(iv) impede or redirect flood flows?	No Impact The project involves rehabilitating or replacing existing culverts and other facilities in their current location without changing drainage patterns. The proposed project would not impede or redirect flood flows.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact The proposed project is not in flood hazard, tsunami, or seiche zones; therefore, there would be no impact.

Question – Would the project:	CEQA Determination
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Implementation of the Caltrans Standard Measures and BMPs discussed in Section 1.5 would ensure water quality compliance.

2.10 Land Use and Planning

Considering the information in the *County of Sierra-General Plan* (County of Sierra 2025a) dated July 9, 2025, the following determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Physically divide an established community?	No Impact The proposed project involves rehabilitating existing facilities and would not include any changes to local land uses. The proposed project would not physically divide an established community.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would adhere to the approved Transportation Improvement Program proposal and would not cause 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.

2.11 Mineral Resources

Considering the information based on the scope, description, and location of the proposed project, as well as the *California Department of Conservation Mines Online* web application (California Department of Conservation 2025c) dated July 14, 2025, the following determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact The proposed project does not involve any mineral extraction. The proposed project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact The proposed project does not involve any mineral extraction. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

2.12 Noise

Considering the information in the *Noise Analysis for the State Route 89 Henness Pass CAPM* (Caltrans 2025n) dated July 31, 2025, the following determinations have been made.

Question – Would the project result in:	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) Generation of excessive groundborne vibration or groundborne noise levels?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact The proposed project limits are not located within the vicinity of a private, public, or public use airport. There would be no impact from airport noise.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The project site is located along SR 89 in Sierra County near Sierraville between PMs 0.0 and 15.2 in an area characterized by a mix of mountains, forests, and rural residences. The nearest residence is within 100 feet of the proposed project limits.

Environmental Consequences

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise generated by construction activities would be a function of the noise levels generated by individual pieces of construction equipment, the type and amount of

equipment operating at any given time, the timing and duration of construction activities, and the proximity of nearby sensitive receptors. 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 construction depending on the specific task being completed. Construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Mitigation Measures

The project would comply with the measures identified in Section 1.5. No mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question B

Affected Environment

The project site is located along SR 89 in Sierra County near Sierraville between PMs 0.0 and 15.2, in an area characterized by a mix of mountains, forests, and rural residences. The nearest residence is within 100 feet of the proposed project limits.

Environmental Consequences

The proposed project is not expected to generate excessive groundborne vibration or groundborne noise. Vibration levels could be perceptible and cause disturbances at residences near the project area during operation of heavy equipment, such as vibratory rollers. However, these effects would be short-term and intermittent and would cease once construction is completed. Therefore, a finding of less than significant has been determined.

Mitigation Measures

Potential impacts would be temporary and would cease upon completion of construction. Due to the finding of “less than significant,” no mitigation is proposed.

2.13 Population and Housing

Considering the scope, description, and location of the proposed project and information from the *County of Sierra website* (County of Sierra 2025a) accessed on July 14, 2025, the following determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not increase capacity or access.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not displace substantial numbers of existing people or housing, and no replacement housing would be necessary.

2.14 Public Services

Considering the scope, description, and location of the project as assessed on August 27, 2025, the following determinations have been made.

Question – Would the project:	CEQA Determination
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: Fire protection?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. Caltrans would coordinate any road closures with emergency services, so response times would not be substantially affected. The closest fire station to the proposed area is Sierra County Fire Protection District #1.
b) Police protection?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not result in a permanent increase in population and would not introduce new uses to the project site that would generate increased long-term demand for police protection services.

Question – Would the project:	CEQA Determination
c) Schools?	No Impact The proposed project has William R. Rouse ROP, a vocational high school, near the proposed project. However, the proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not directly or indirectly result in an increase in population as there is no capacity-increasing work proposed.
d) Parks?	No Impact See Section 2.16 Recreation.
e) Other public facilities?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not result in substantial adverse physical impacts related to other types of public facilities because the proposed project's scope of work would not result in an increase of local population or housing.

2.15 Recreation

Based on the scope, description, and location of the project as assessed on August 27, 2025, the following determinations have been made.

Question:	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact The proposed project has recreational facilities within the project limits. However, the proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The project would not increase the use of existing neighborhood and regional parks or other recreational facilities.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact The proposed project has various campgrounds and trailheads within the project limits. However, the proposed project involves rehabilitating existing roadway facilities and does not include any changes to existing recreational facilities. Therefore, no construction or expansion of recreational facilities which might have an adverse physical effect on the environment is anticipated.

2.16 Transportation

Considering the information in the Transportation Management Planning Data Sheet (Caltrans 2025j) dated September 8, 2025, the following determinations have been made.

Question – Would the project:	**CEQA Determination**
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact The proposed project involves rehabilitating existing facilities and would not permanently affect the use of local transit, bicycle, or pedestrian facilities. The proposed project does not conflict with a program, plan, ordinance, or policy addressing transportation alternatives.
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact The proposed project involves rehabilitating existing roadway facilities. It would conform to Caltrans design standards and would not contain hazardous geometrical design elements.
d) Result in inadequate emergency access?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not result in inadequate emergency access. Emergency response agencies in the project area would receive information in accordance with an emergency notification plan.

Discussion of CEQA Environmental Checklist Question B

Affected Environment

The project site is located along SR 89 in Sierra County near Sierraville between PMs 0.0 and 15.2, a rural highway in a mountainous area that is designated as Timberland, Resource and Rural Residential under the Sierra County General Plan (County of Sierra 2025a).

Environmental Consequences

In accordance with CEQA Guidelines Section 15064.3, subdivision (b)(2), transportation projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. The proposed project would have no impact on vehicle miles traveled given that the scope of the proposed project includes rehabilitating the existing paved roadway and drainage features. Neither the length of the traveled way nor the amount of traffic within the proposed project limits would be affected by this maintenance project.

Mitigation Measures

The project would comply with measures identified in Sections 1.5; therefore, no mitigation measures are proposed.

2.17 Tribal Cultural Resources

Considering the information in the *Historical Property Survey Report* (Caltrans 2025c) dated October 29, 2025, the following determinations have been made.

Question:	**CEQA Determination**
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is**:** a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact The proposed project would implement the measures identified in Section 1.5 and would not cause a substantial adverse change in the significance of a tribal cultural resource determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

Four archaeological resources were identified in the project area. They would be considered eligible for the National Register of Historic Places for the purposes of this project only. Therefore, they are considered tribal cultural resources pursuant to CEQA for the purposes of the project.

Environmental Consequences

All four archaeological resources would be protected in their entirety from any potential project impacts through the establishment of environmentally sensitive areas (ESAs).

It has been determined that a Finding of No Adverse Effect with Standard Conditions: ESA is appropriate for the project. The ESAs would prevent impacts to the known resources by providing a barrier between the archaeological resources and the proposed project construction.

Mitigation Measures

The proposed project would designate the proposed ESA. Therefore, the four sites will be avoided in their entirety with designation of ESAs, and no mitigation measures are proposed.

2.18 Utilities and Service Systems

Considering the scope, description, and location of the proposed project as assessed on September 25, 2025, the following determinations have been made.

Question – Would the project:	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact The proposed project would not involve the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. Caltrans would verify the location of any gas, electric, water, or sewer lines within the project areas prior to construction to ensure there are no utility conflicts.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact The proposed project would involve rehabilitating existing roadway facilities and would not include any changes to local land uses that would require changes in water supply. The proposed project would have sufficient water supplies available to serve the temporary project needs during construction.
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact The proposed project would involve rehabilitating existing facilities and would not include any changes to local land uses. The proposed project would not increase wastewater demands as new wastewater would not be generated by the project. The project would also not generate solid waste as no new waste-generating infrastructure would be constructed.

Question – Would the project:	CEQA Determination
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact The proposed project would involve rehabilitating existing facilities and would not include development that requires additional wastewater.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

2.19 Wildfire

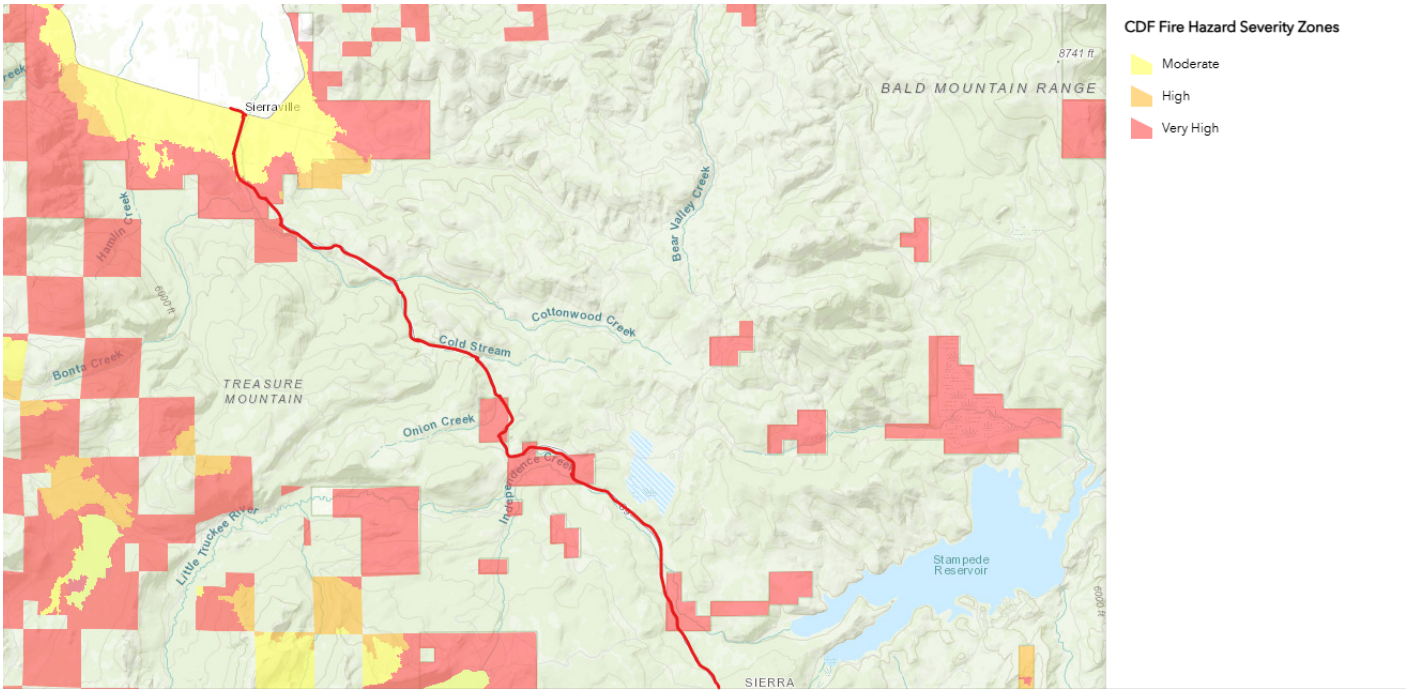
Considering the *County of Sierra Community Wildfire Protection Plan* (County of Sierra 2025b) as assessed on July 10, 2025, the following determinations have been made.

If located in or near State Responsibility Areas or lands classified as *very high* Fire Hazard Severity Zones (CAL FIRE 2025):

Question – Would the project:	**CEQA Determination**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact Although portions of the project are located in and adjacent to a very high fire hazard severity zone, the proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact Although portions of the project are located in and adjacent to a *very high* Fire Hazard Severity Zone, the proposed project involves rehabilitating existing facilities and does not include any changes to local land uses. The proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Question – Would the project:	CEQA Determination
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact The proposed project involves rehabilitating existing facilities and does not include any changes to local land uses that would affect fire risk. The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact The proposed project involves rehabilitating existing roadway facilities and does not increase the risk of flooding or landslides in the project area. The proposed project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes.

Figure 3. CAL FIRE Fire Hazard Severity Zone Map



2.20 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**Less Than Significant with Mitigation Incorporated** See discussion of CEQA Environmental Checklist Question a below.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact There is one project proposed along SR 89 that is anticipated to begin construction in February 2026. The past, present, and foreseeable future actions of these proposed projects would not have cumulatively considerable impacts. The proposed project involves rehabilitating existing facilities and does not propose any changes to the project area or surrounding land use. 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 The proposed project is not anticipated to have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. The proposed project only involves the rehabilitation of existing roadway features.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The proposed project is located along SR 89 in Sierra County near Sierraville between PMs 0.0 and 15.2 in an area characterized by mixed coniferous forests, montane shrublands, and riparian habitats. As discussed in detail in Chapter 2.4 “Biological Resources,” Lahontan Cutthroat Trout (LCT) and Sierra Nevada yellow-legged frog (SNYLF) are two special status species that have the potential to be present within the ESL and may be impacted by the project.

Environmental Consequences

As discussed in detail in Chapter 2.4, the proposed project *may affect, but is not likely to adversely affect* Lahontan cutthroat trout and Sierra Nevada yellow-legged frog. The USFWS concurred with these determinations on November 21, 2025.

Mitigation Measures

Onsite restoration of riparian and Waters of the U.S. and State would be implemented to the greatest extent possible. However, some permanent impacts may be unavoidable due to the proposed construction activities. Caltrans will provide compensatory mitigation for the authorized impacts to wetlands and Waters of the U.S. and State by purchasing Aquatic Resource Credits. Required credits would be purchased from the NFWF Sacramento District California In-Lieu Fee Program. The appropriate mitigation will be determined through the permit consultation process with the CVRWQCB and CDFW.

CHAPTER 3. LIST OF PREPARERS

The following Caltrans staff contributed to the preparation of this Initial Study/ Mitigated Negative Declaration.

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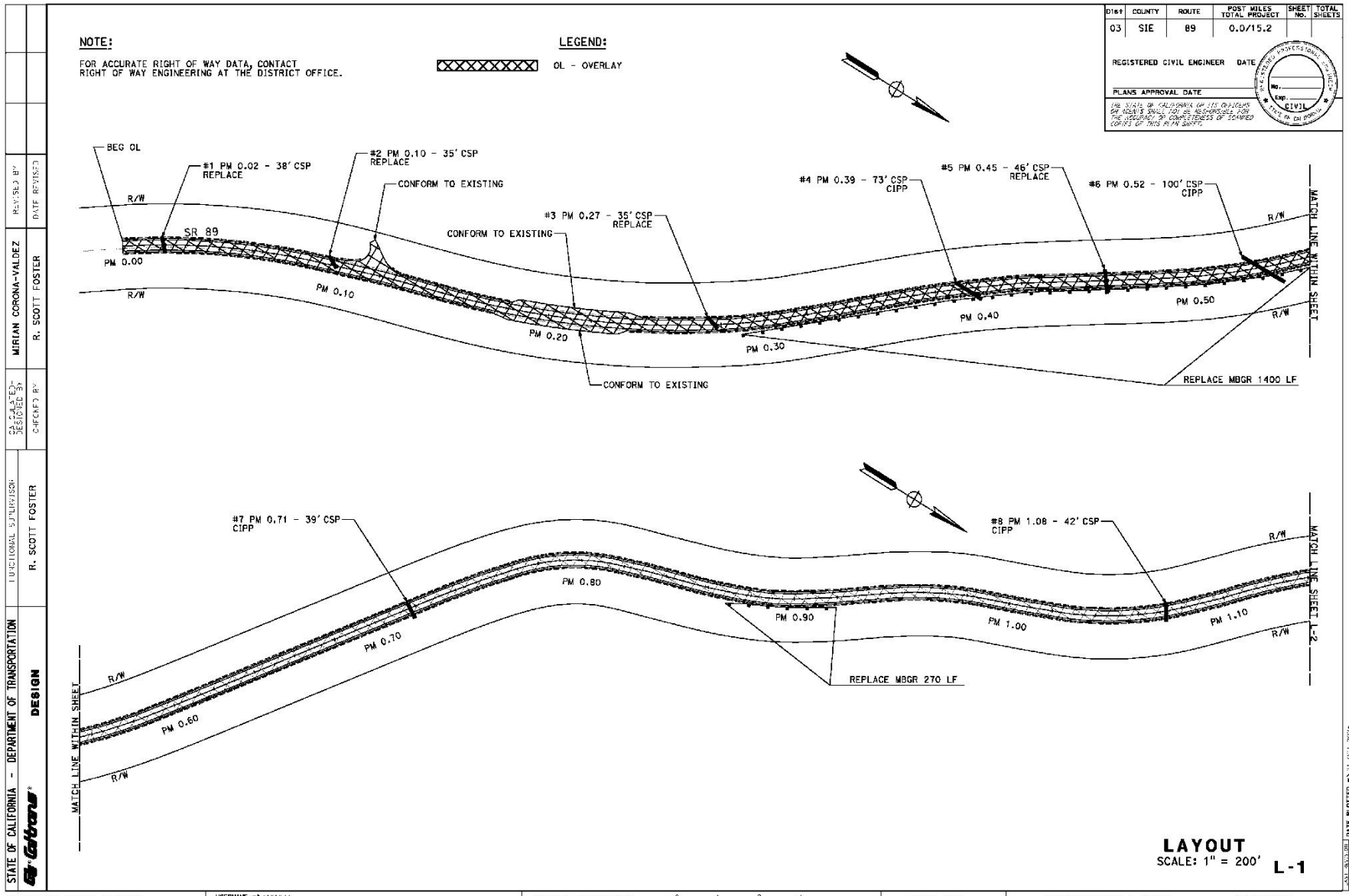
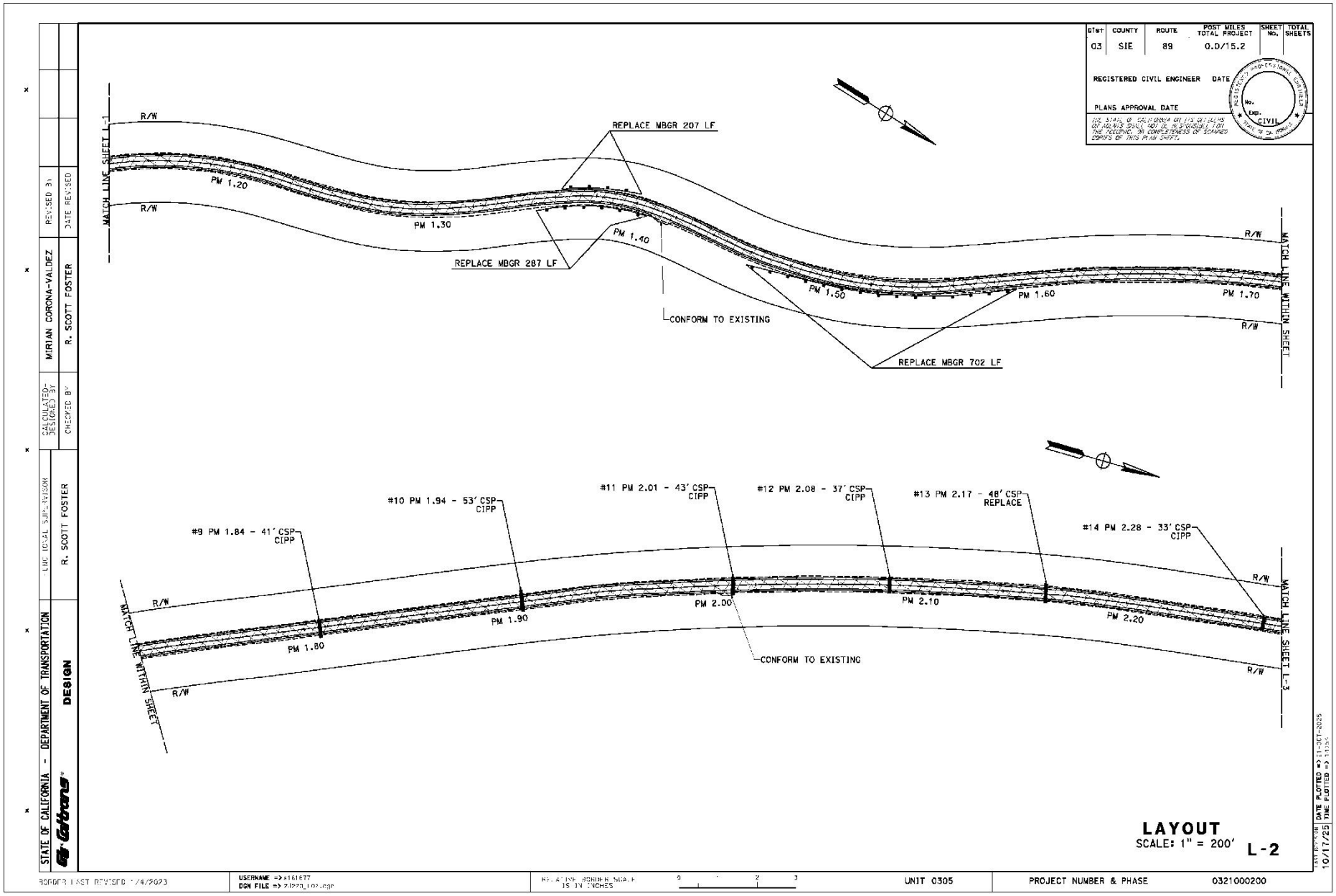
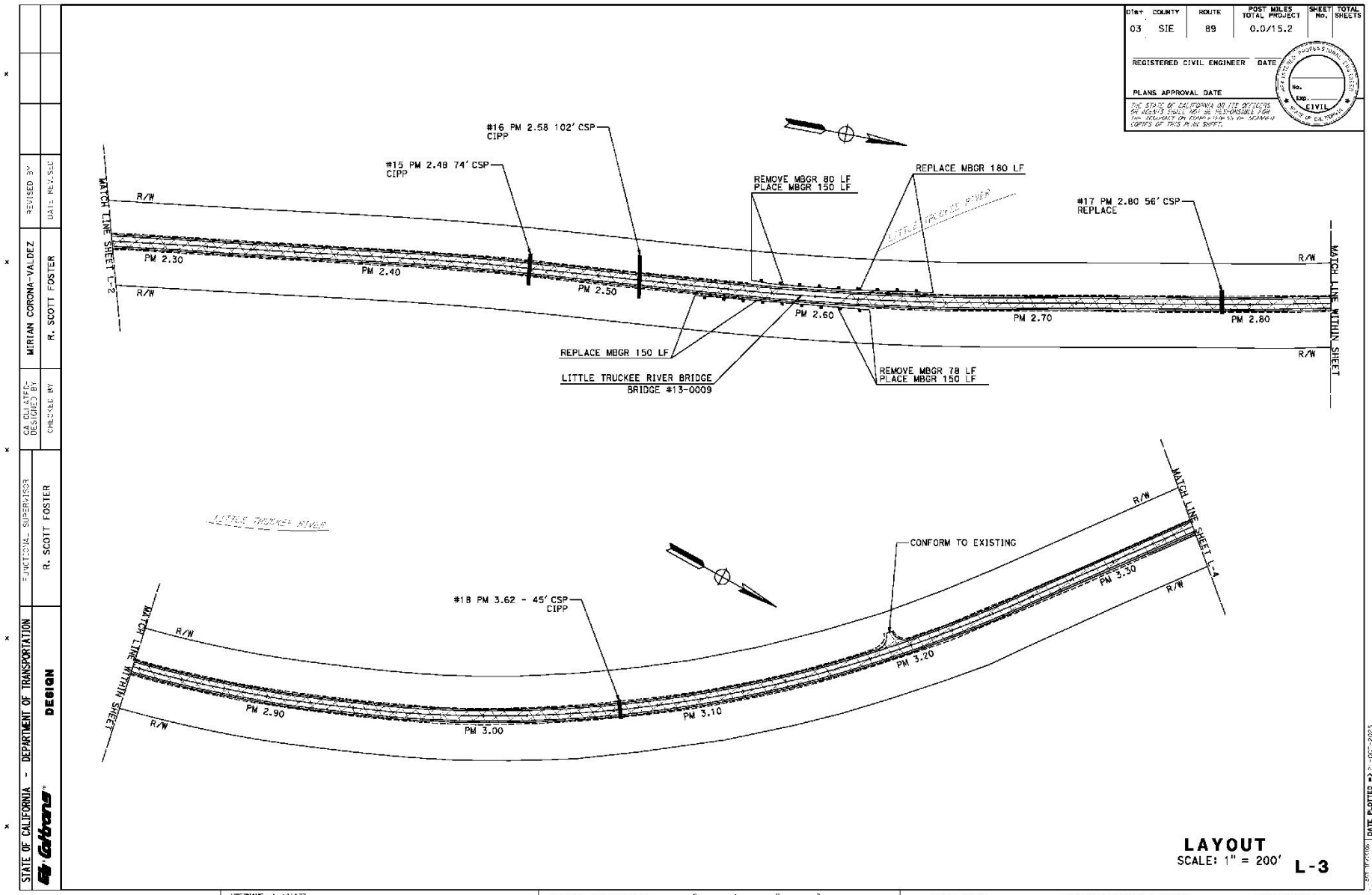
APPENDIX A. PROJECT LAYOUTS

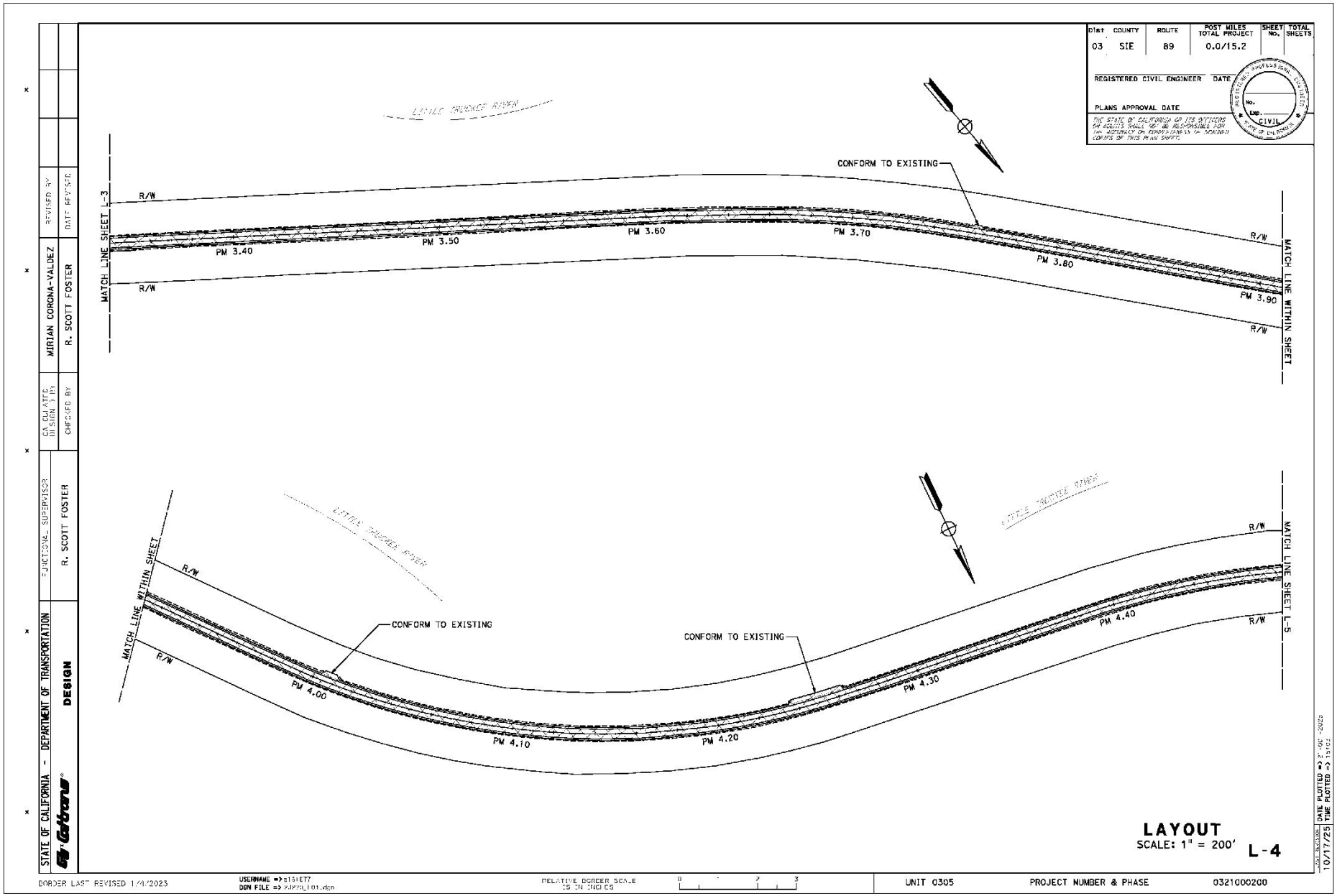

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
OL - OVERLAY
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | SIE | 89 | 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
BEG OL
#1 PM 0.02 - 38' CSP REPLACE
#2 PM 0.10 - 35' CSP REPLACE
CONFORM TO EXISTING
#3 PM 0.27 - 35' CSP REPLACE
CONFORM TO EXISTING
#4 PM 0.39 - 73' CSP CIPP
#5 PM 0.45 - 46' CSP REPLACE
#6 PM 0.52 - 100' CSP CIPP
R/W
SR 89
PM 0.00
PM 0.10
PM 0.20
PM 0.30
PM 0.40
PM 0.50
CONFORM TO EXISTING
REPLACE MBGR 1400 LF
MATCH LINE WITHIN SHEET
#7 PM 0.71 - 39' CSP CIPP
#8 PM 1.08 - 42' CSP CIPP
PM 0.60
PM 0.70
PM 0.80
PM 0.90
PM 1.00
PM 1.10
REPLACE MBGR 270 LF
MATCH LINE SHEET L-2
LAYOUT
SCALE: 1" = 200'
L-1
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
DATE PLOTTED => 10/17/25
TIME PLOTTED => 14:52
BORDER LAST REVISED 7/4/2023
UNIT 0305
PROJECT NUMBER & PHASE 0321000200



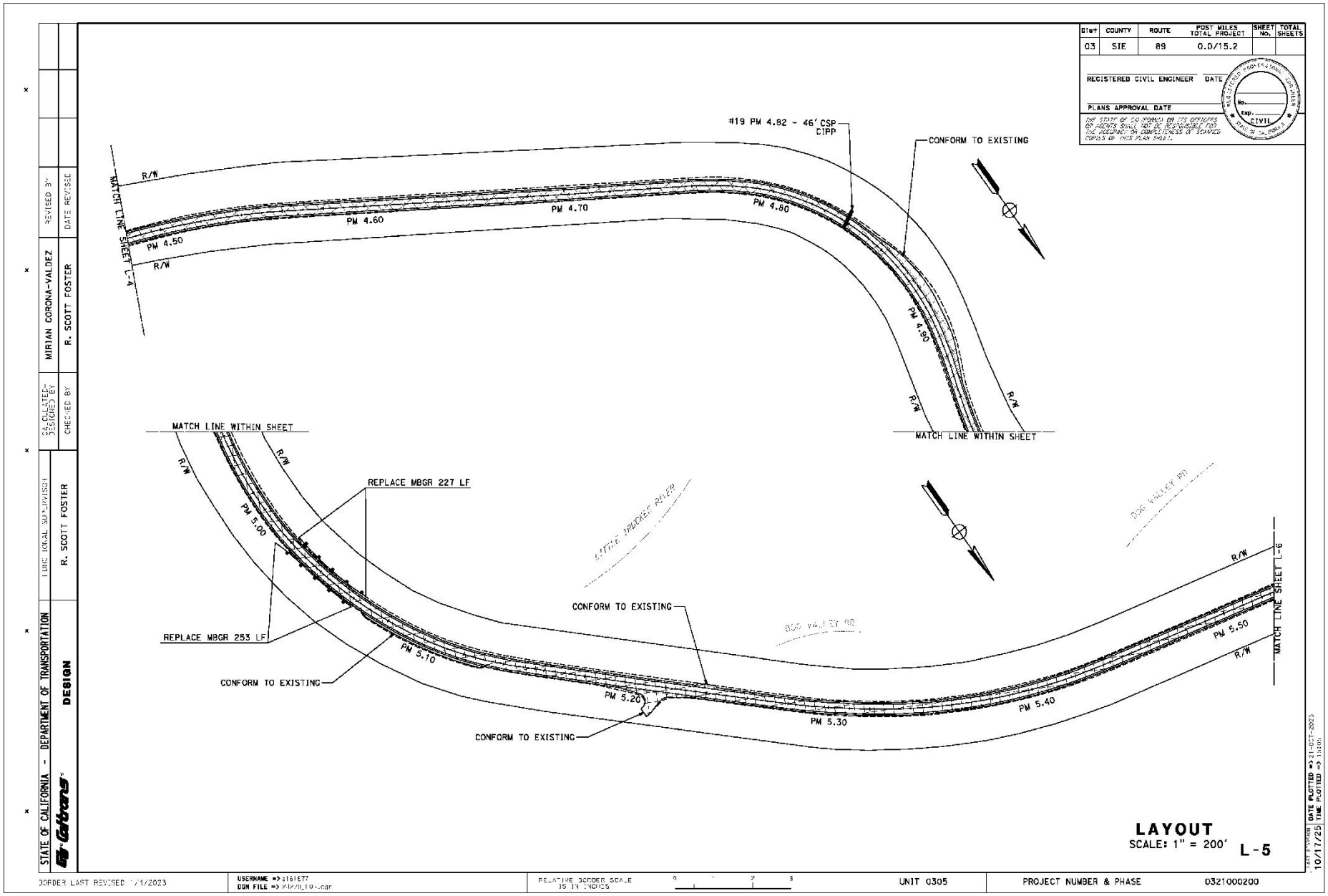
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
MATCH LINE SHEET L-1
R/W
PM 1.20
PM 1.30
PM 1.40
PM 1.50
PM 1.60
PM 1.70
REPLACE MBGR 207 LF
REPLACE MBGR 287 LF
REPLACE MBGR 702 LF
CONFORM TO EXISTING
MATCH LINE WITHIN SHEET
#9 PM 1.84 - 41' CSP CIPP
#10 PM 1.94 - 53' CSP CIPP
#11 PM 2.01 - 43' CSP CIPP
#12 PM 2.08 - 37' CSP CIPP
#13 PM 2.17 - 48' CSP REPLACE
#14 PM 2.28 - 33' CSP CIPP
PM 1.80
PM 1.90
PM 2.00
PM 2.10
PM 2.20
MATCH LINE SHEET L-3
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
LAYOUT
SCALE: 1" = 200'
L-2
UNIT 0305
PROJECT NUMBER & PHASE
0321000200



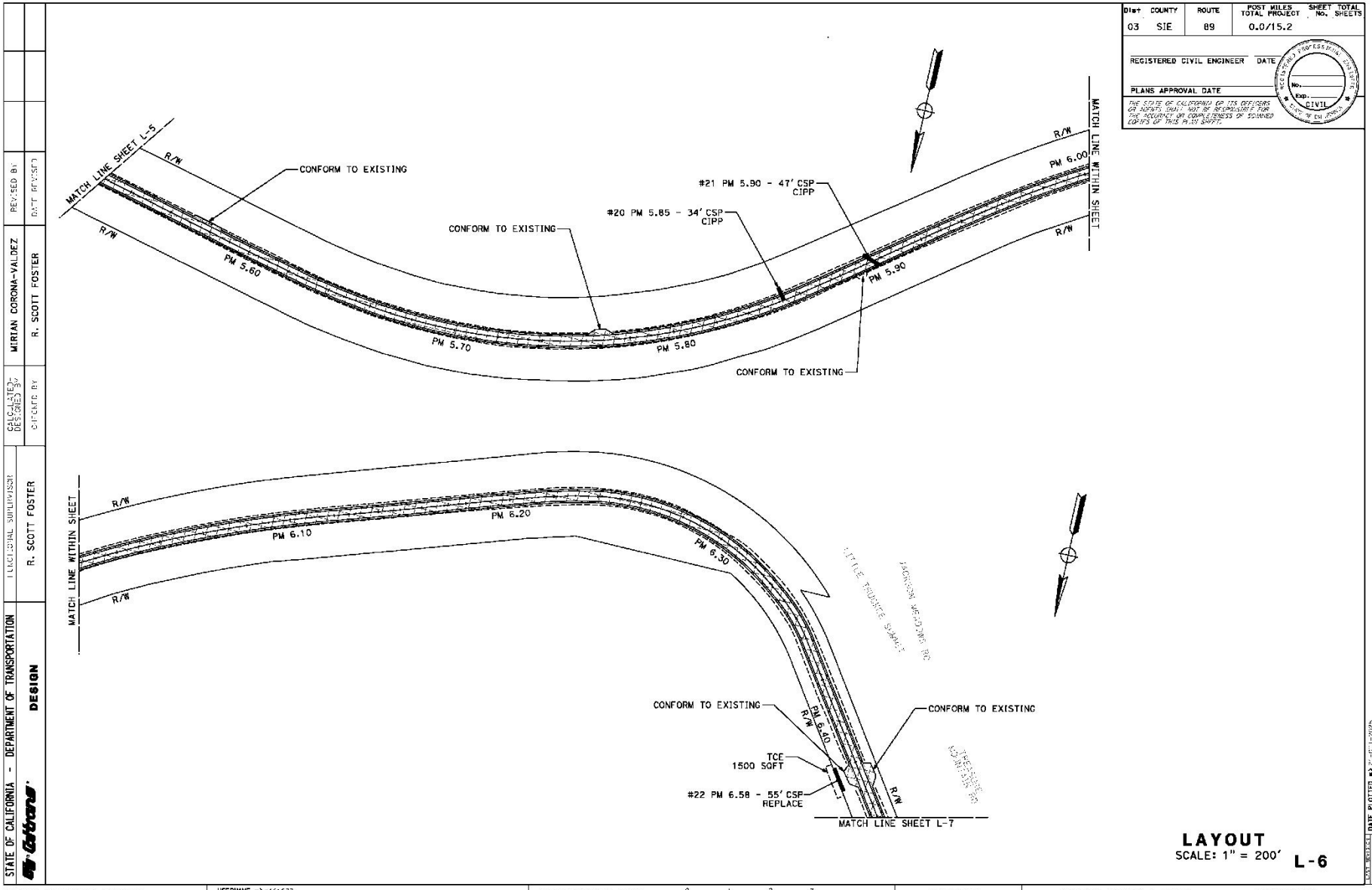
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
#16 PM 2.58 102' CSP CIPP
#15 PM 2.48 74' CSP CIPP
REMOVE MBGR 80 LF PLACE MBGR 150 LF
REPLACE MBGR 180 LF
#17 PM 2.80 56' CSP REPLACE
MATCH LINE SHEET L-2
MATCH LINE WITHIN SHEET
R/W
PM 2.30
PM 2.40
PM 2.50
PM 2.60
PM 2.70
PM 2.80
REPLACE MBGR 150 LF
LITTLE TRUCKEE RIVER BRIDGE BRIDGE #13-0009
REMOVE MBGR 78 LF PLACE MBGR 150 LF
LITTLE TRUCKEE RIVER
CONFORM TO EXISTING
#18 PM 3.62 - 45' CSP CIPP
MATCH LINE SHEET L-4
PM 2.90
PM 3.00
PM 3.10
PM 3.20
PM 3.30
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR R. SCOTT FOSTER
CALCULATED-DESIGNED BY MIRIAN CORONA-VALDEZ
CHECKED BY R. SCOTT FOSTER
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 200'
L-3
BORDER LAST REVISED 1/4/2023
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE
0321000200



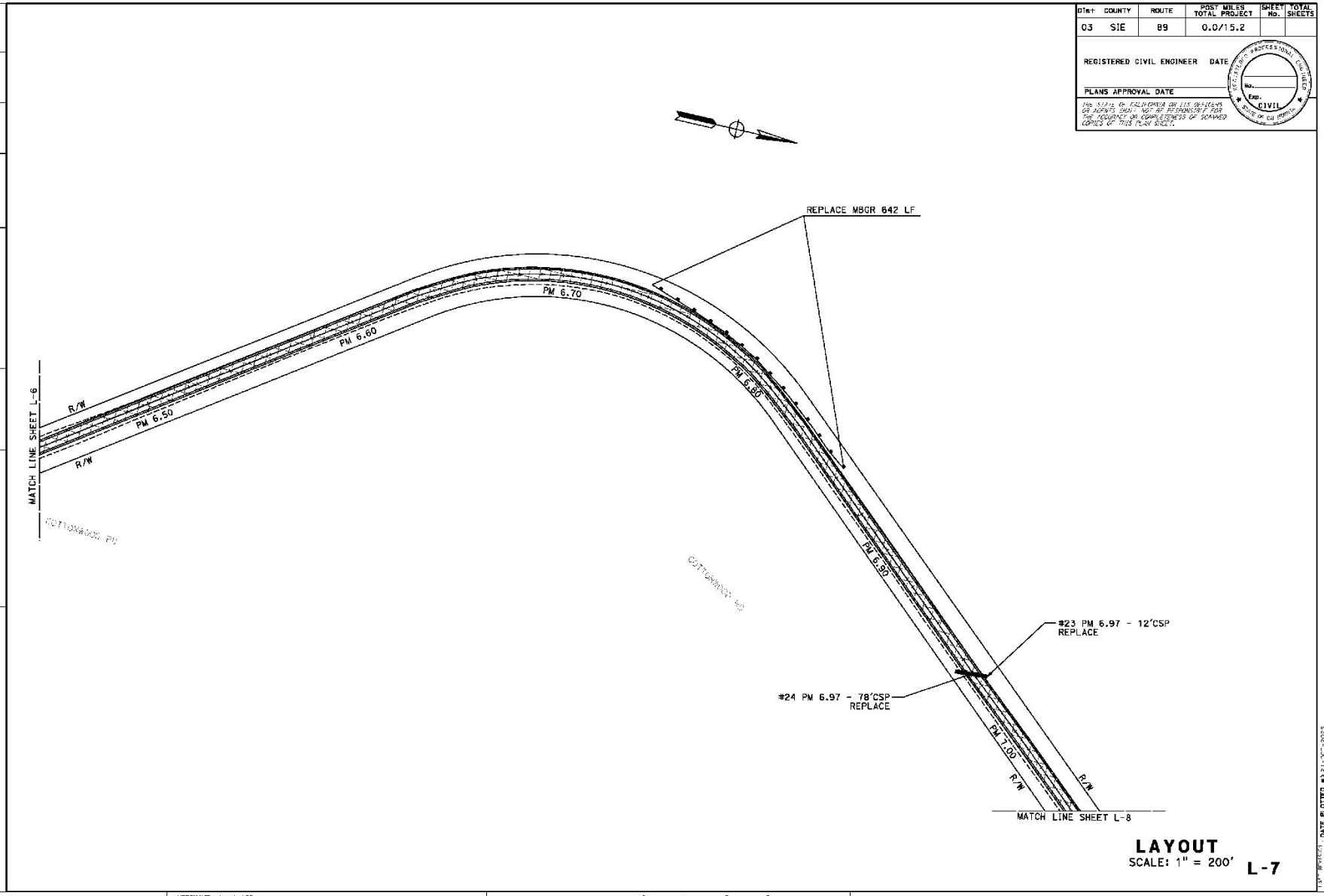
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
LITTLE TRUCKEE RIVER
CONFORM TO EXISTING
MATCH LINE SHEET L-3
MATCH LINE WITHIN SHEET
R/W
PM 3.40
PM 3.50
PM 3.60
PM 3.70
PM 3.80
PM 3.90
MATCH LINE SHEET L-5
PM 4.00
PM 4.10
PM 4.20
PM 4.30
PM 4.40
LAYOUT
SCALE: 1" = 200'
L-4
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED DESIGN BY
MIRIAN CORONA-VALDEZ
CHECKED BY
R. SCOTT FOSTER
REVISED BY
DATE REVISED
BORDER LAST REVISED 1/4/2023
USERNAME => s151677
DGN FILE => 2J220_L01.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
DATE PLOTTED => 21-OCT-2025
TIME PLOTTED => 15:04
10/17/25



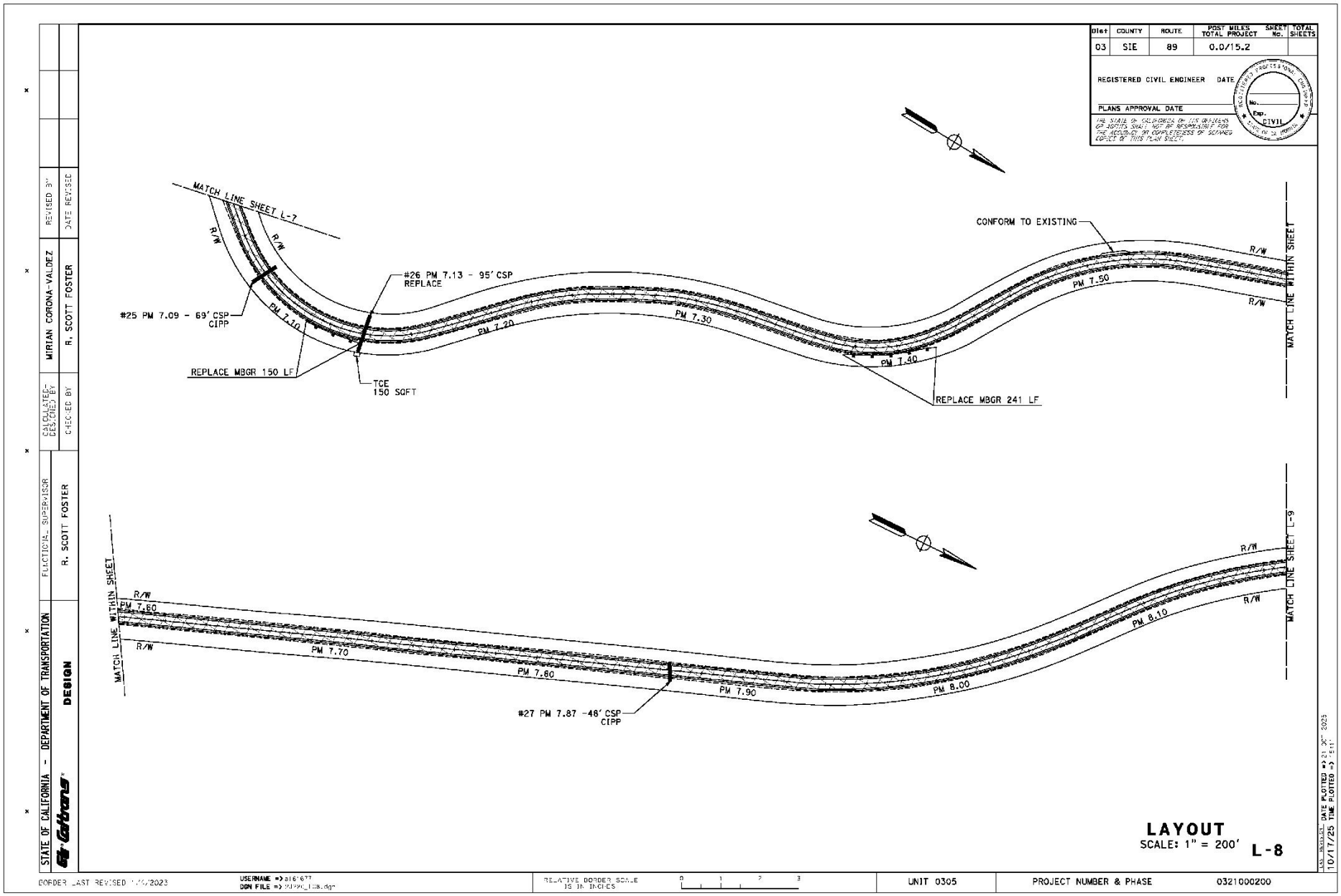
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | SIE | 89 | 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
#19 PM 4.82 - 46' CSP CIPP
CONFORM TO EXISTING
R/W
MATCH LINE SHEET L-4
PM 4.50
PM 4.60
PM 4.70
PM 4.80
PM 4.90
MATCH LINE WITHIN SHEET
REPLACE MBGR 227 LF
PM 5.00
REPLACE MBGR 253 LF
PM 5.10
PM 5.20
PM 5.30
PM 5.40
PM 5.50
MATCH LINE SHEET L-6
LITTLE TROCKER RIVER
DOG VALLEY RD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
LAYOUT
SCALE: 1" = 200'
L-5
10/17/25
UNIT 0305
PROJECT NUMBER & PHASE
0321000200



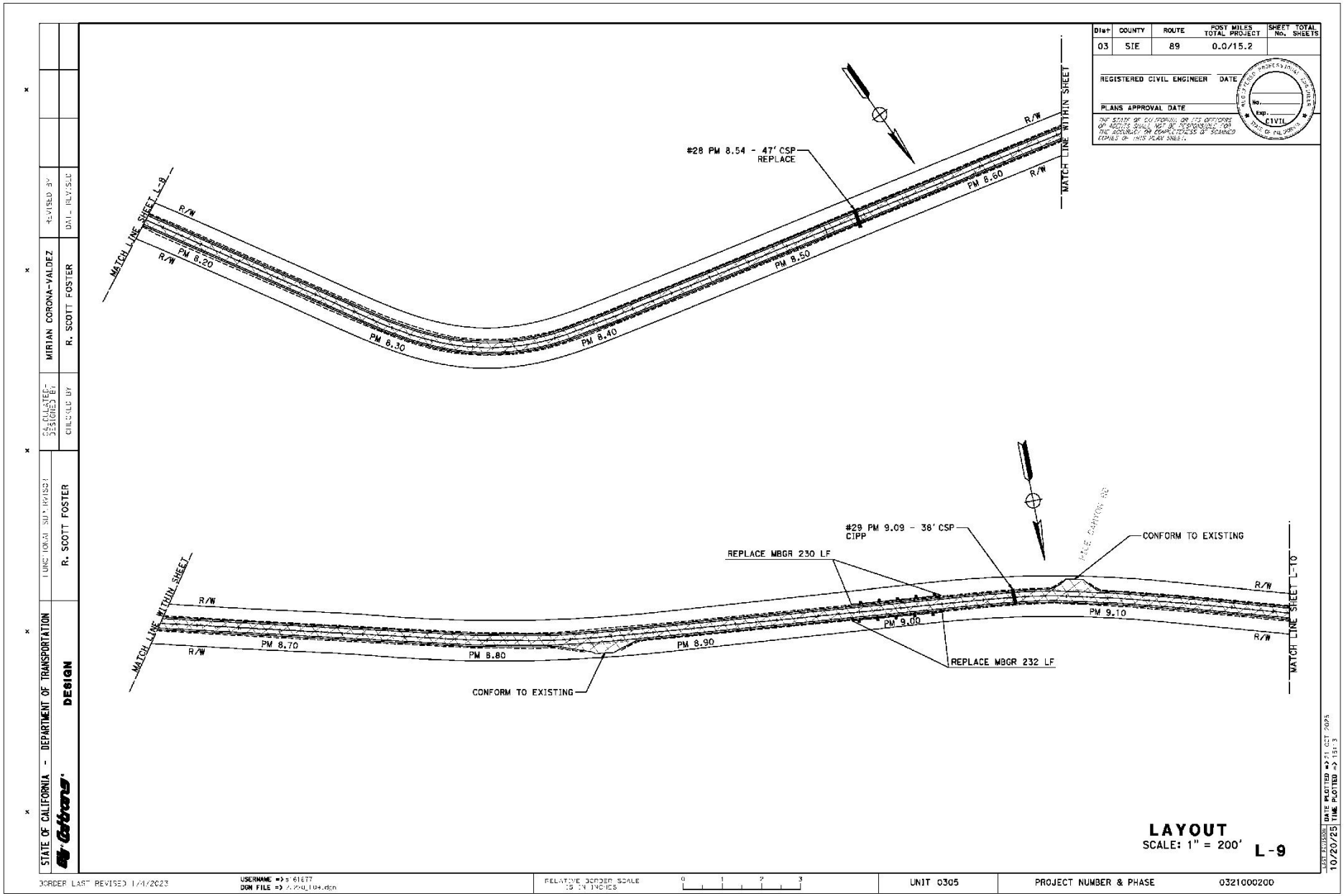
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET TOTAL No. SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
MATCH LINE SHEET L-5
R/W
CONFORM TO EXISTING
#21 PM 5.90 - 47' CSP CIPP
#20 PM 5.85 - 34' CSP CIPP
PM 6.00
MATCH LINE WITHIN SHEET
PM 5.60
PM 5.70
PM 5.80
PM 5.90
MATCH LINE WITHIN SHEET
PM 6.10
PM 6.20
PM 6.30
PM 6.40
TCE 1500 SQFT
#22 PM 6.58 - 55' CSP REPLACE
MATCH LINE SHEET L-7
LAYOUT
SCALE: 1" = 200'
L-6
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
REVISED BY
DATE REVISED
BORDER LAST REVISED 1/4/2023
USERNAME => x16677
DGN FILE => 2J220_L06.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE 0321000200
10/17/25

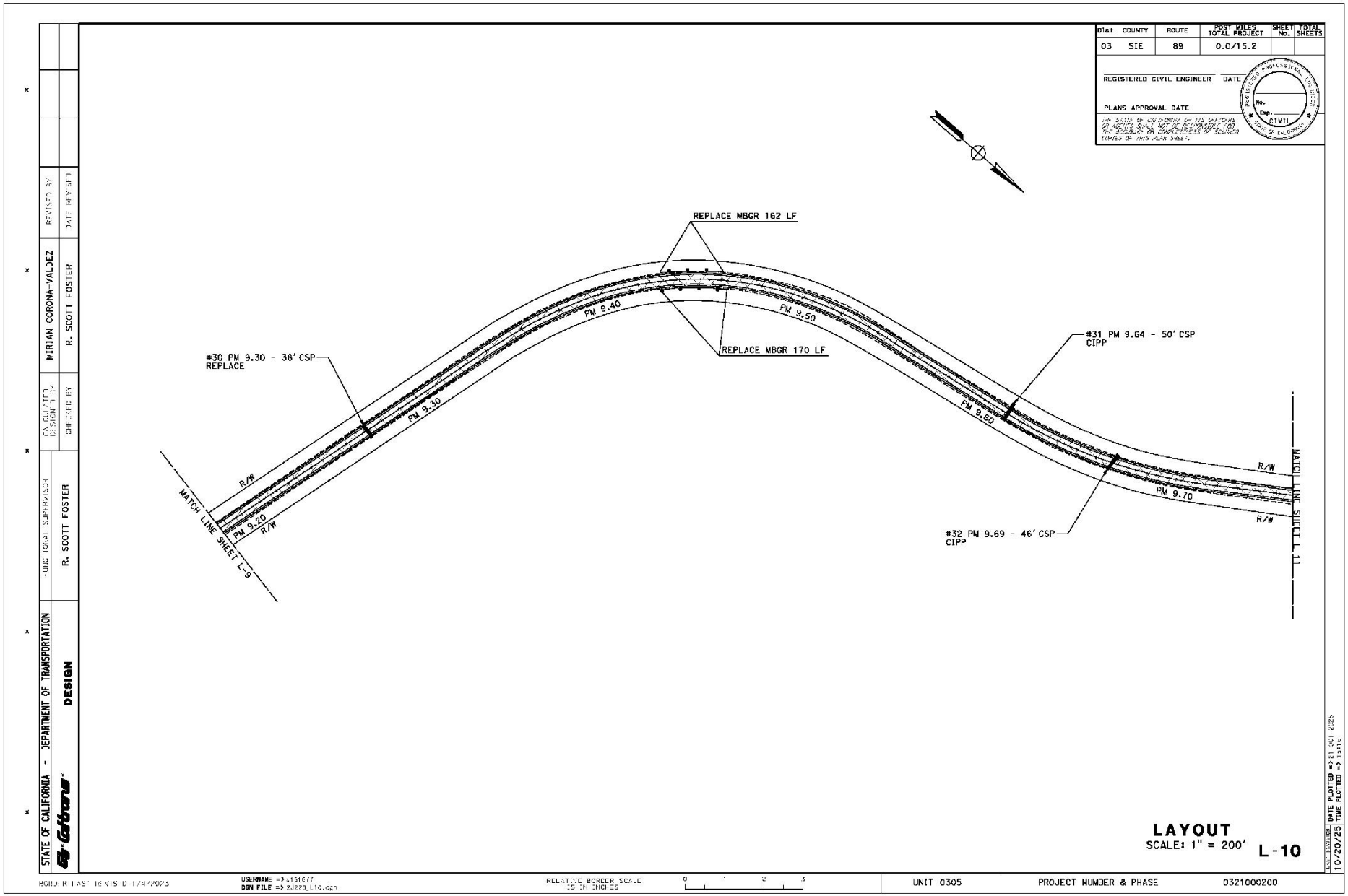


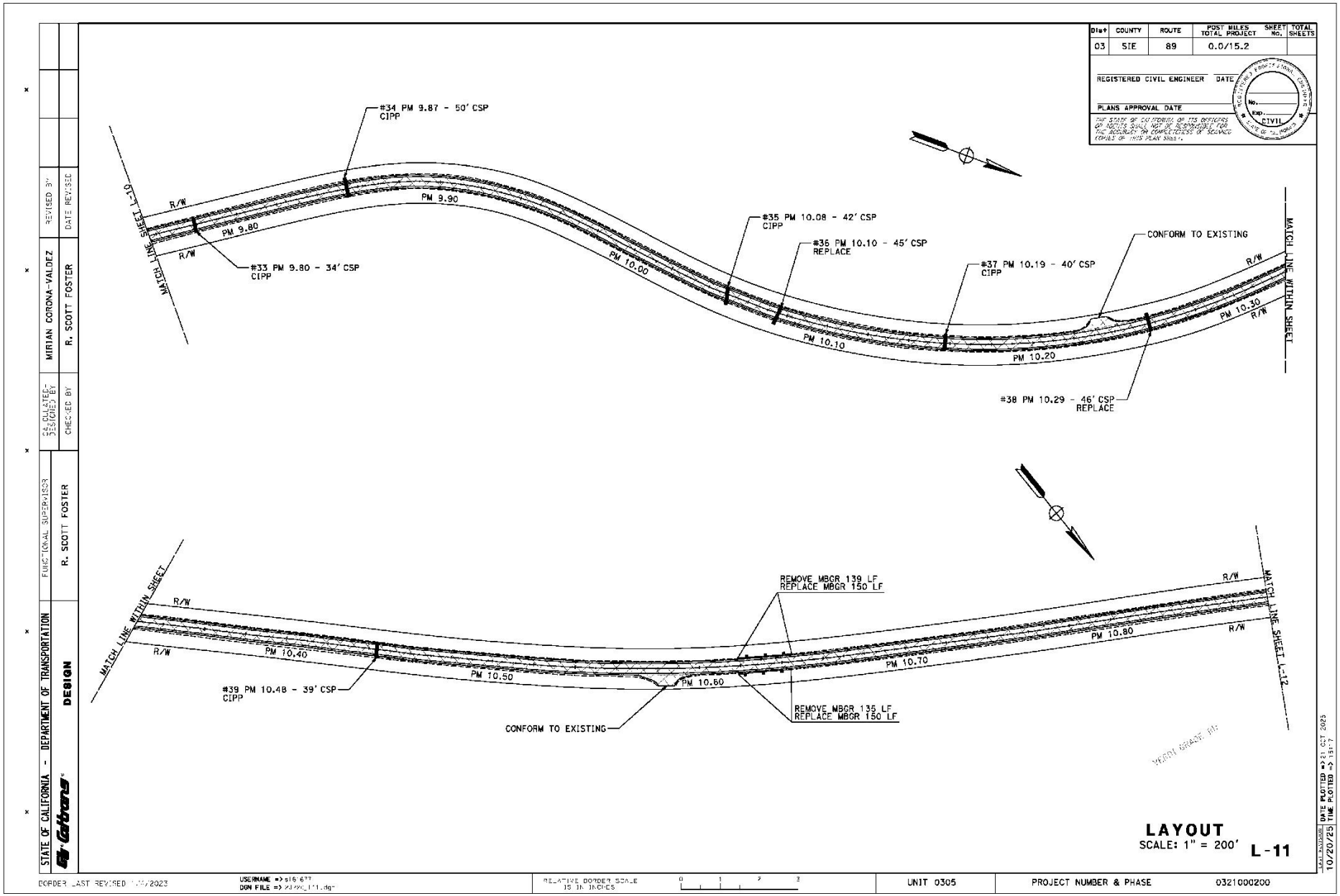
DIst COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
REPLACE MBGR 642 LF
PM 6.70
PM 6.60
PM 6.50
PM 6.80
PM 6.90
PM 7.00
R/W
MATCH LINE SHEET L-6
MATCH LINE SHEET L-8
#23 PM 6.97 - 12'CSP REPLACE
#24 PM 6.97 - 78'CSP REPLACE
LAYOUT
SCALE: 1" = 200'
L-7
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
REVISED BY
DATE REVISED
BORDER LAST REVISED 1/4/2023
UNIT 0305
PROJECT NUMBER & PHASE
0321000200

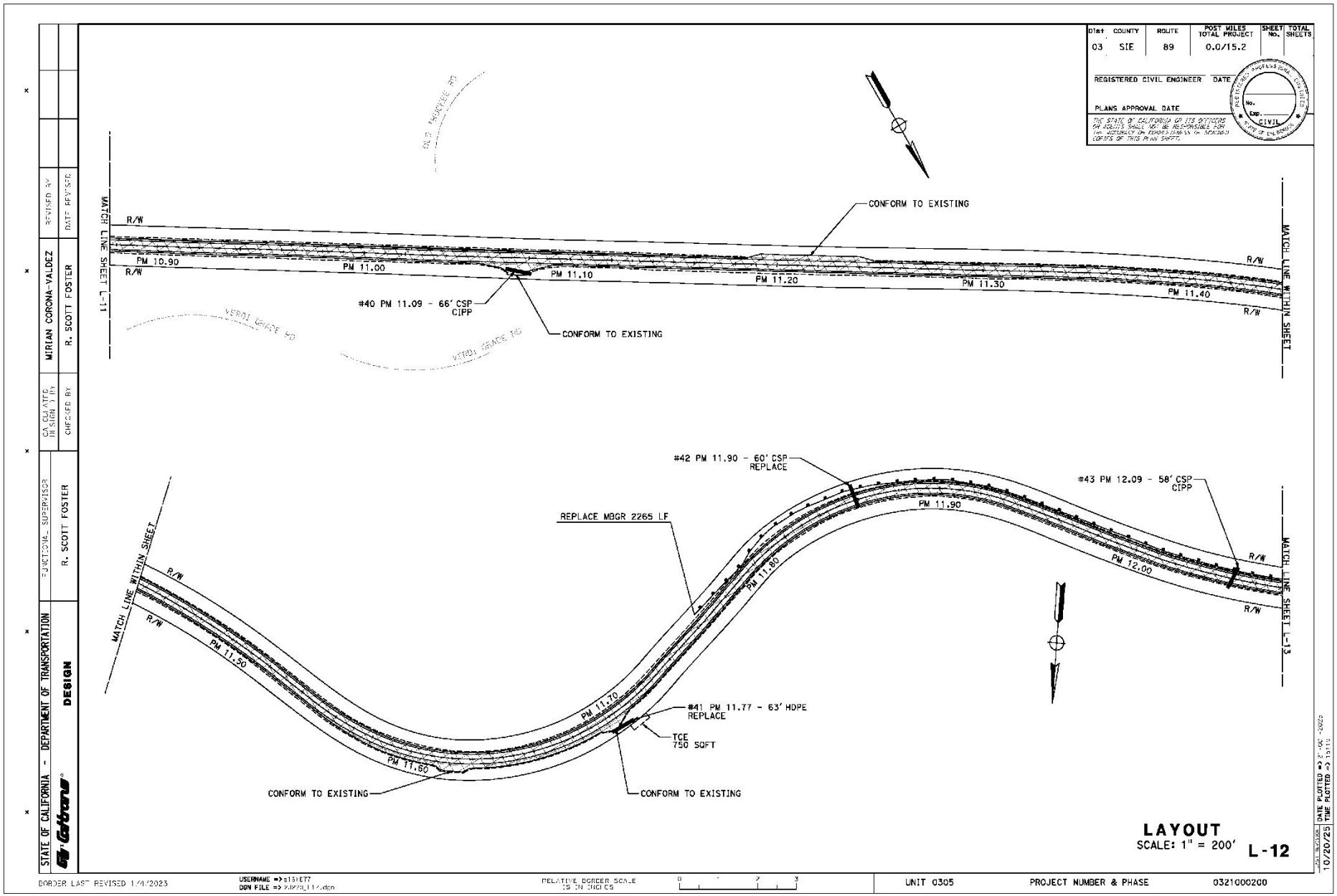


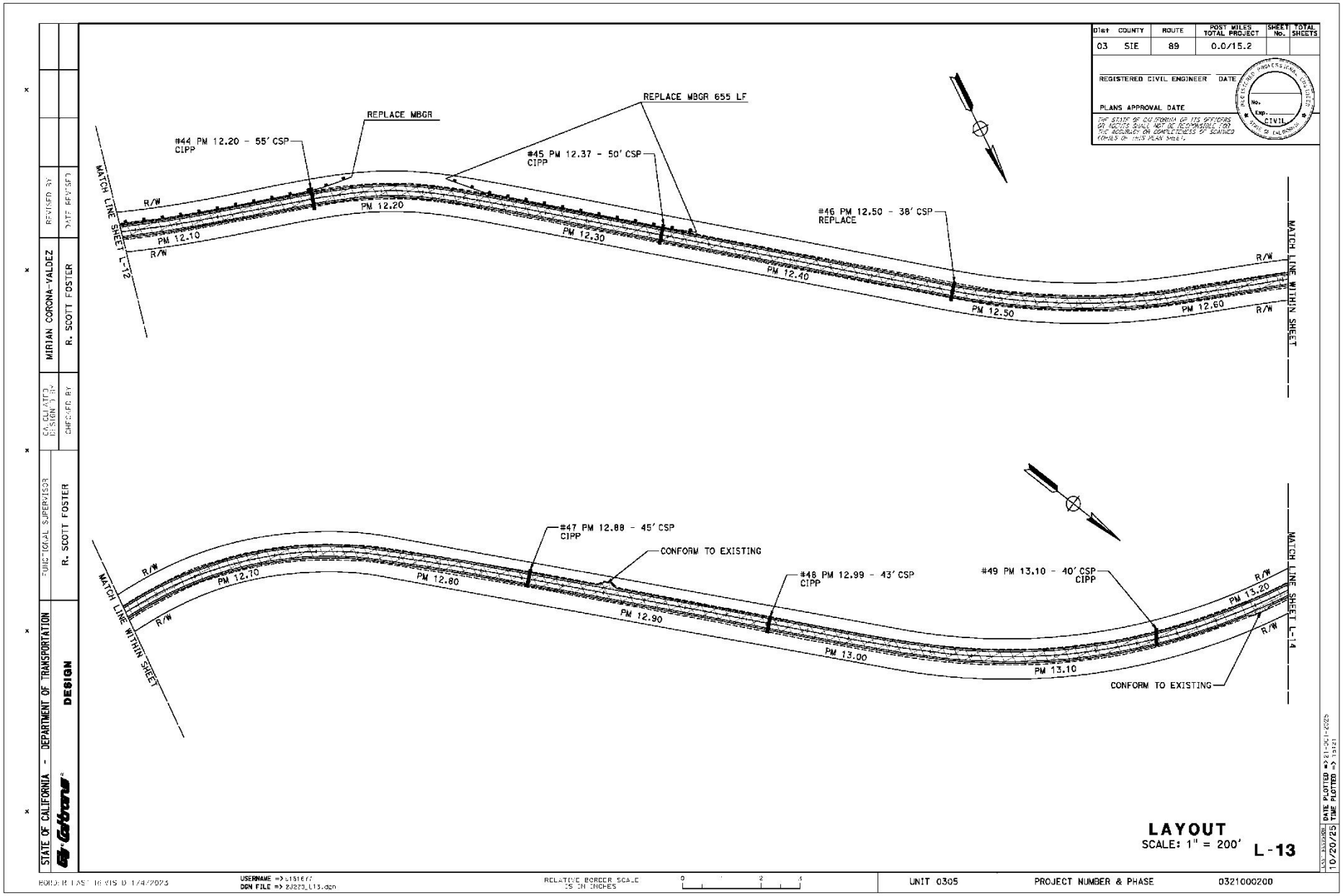
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
03 | SIE | 89 | 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
MATCH LINE SHEET L-7
R/W
#25 PM 7.09 - 69' CSP CIPP
PM 7.10
#26 PM 7.13 - 95' CSP REPLACE
PM 7.20
PM 7.30
PM 7.40
PM 7.50
REPLACE MBGR 150 LF
TCE 150 SQFT
REPLACE MBGR 241 LF
CONFORM TO EXISTING
MATCH LINE WITHIN SHEET
MATCH LINE SHEET L-9
PM 7.60
PM 7.70
PM 7.80
PM 7.90
PM 8.00
PM 8.10
#27 PM 7.87 -48' CSP CIPP
LAYOUT
SCALE: 1" = 200'
L-8
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED-DESIGNED BY
CHECKED BY
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
REVISED BY
DATE REVISED
BORDER LAST REVISED
USERNAME
DGN FILE
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
DATE PLOTTED
TIME PLOTTED
10/17/25

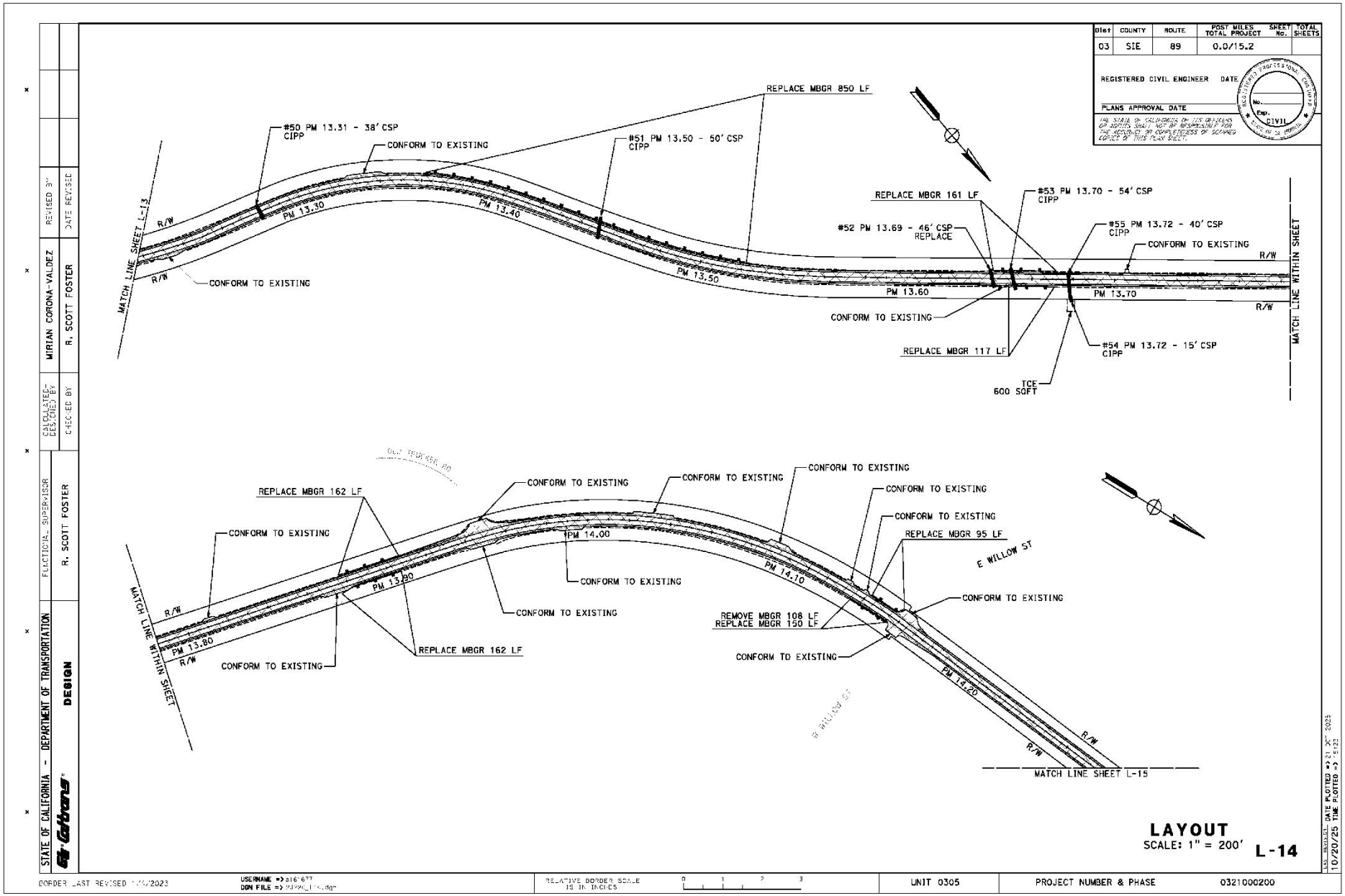

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
Dist
03
COUNTY
SIE
ROUTE
89
POST MILES TOTAL PROJECT
0.0/15.2
SHEET TOTAL No. SHEETS
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
MATCH LINE SHEET L-8
MATCH LINE WITHIN SHEET
#28 PM 8.54 - 47' CSP REPLACE
R/W
PM 8.20
PM 8.30
PM 8.40
PM 8.50
PM 8.60
#29 PM 9.09 - 38' CSP CIPP
REPLACE MBGR 230 LF
CONFORM TO EXISTING
PM 8.70
PM 8.80
PM 8.90
PM 9.00
PM 9.10
REPLACE MBGR 232 LF
MATCH LINE SHEET L-10
LAYOUT
SCALE: 1" = 200'
L-9
10/20/25


Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
CIVIL
REPLACE MBGR 162 LF
REPLACE MBGR 170 LF
#30 PM 9.30 - 38' CSP REPLACE
#31 PM 9.64 - 50' CSP CIPP
#32 PM 9.69 - 46' CSP CIPP
PM 9.20
PM 9.30
PM 9.40
PM 9.50
PM 9.60
PM 9.70
R/W
MATCH LINE SHEET L-9
MATCH LINE SHEET L-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED BY
MIRIAN CORONA-VALDEZ
CHECKED BY
R. SCOTT FOSTER
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 200'
L-10
DATE PLOTTED => 10/20/25
TIME PLOTTED => 15:16
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
USERNAME => s151677
DGN FILE => 2J220_L10.dgn
RELATIVE BORDER SCALE IS IN INCHES


Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
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.
#34 PM 9.87 - 50' CSP CIPP
#33 PM 9.80 - 34' CSP CIPP
#35 PM 10.08 - 42' CSP CIPP
#36 PM 10.10 - 45' CSP REPLACE
#37 PM 10.19 - 40' CSP CIPP
#38 PM 10.29 - 46' CSP REPLACE
CONFORM TO EXISTING
MATCH LINE SHEET L-10
MATCH LINE WITHIN SHEET
R/W
PM 9.80
PM 9.90
PM 10.00
PM 10.10
PM 10.20
PM 10.30
#39 PM 10.48 - 39' CSP CIPP
REMOVE MBGR 139 LF REPLACE MBGR 150 LF
REMOVE MBGR 135 LF REPLACE MBGR 150 LF
PM 10.40
PM 10.50
PM 10.60
PM 10.70
PM 10.80
MATCH LINE SHEET L-12
LAYOUT
SCALE: 1" = 200'
L-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED-DESIGNED BY
MIRIAN CORONA-VALDEZ
CHECKED BY
R. SCOTT FOSTER
REVISED BY
DATE REVISED
DATE PLOTTED => 21 OCT 2025
TIME PLOTTED => 15:17
10/20/25
BORDER LAST REVISED
USERNAME => s167677
DGN FILE => 03ala111.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE
0321000200


Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
CONFORM TO EXISTING
MATCH LINE SHEET L-11
MATCH LINE WITHIN SHEET
R/W
PM 10.90
PM 11.00
PM 11.10
PM 11.20
PM 11.30
PM 11.40
#40 PM 11.09 - 66' CSP CIPP
CONFORM TO EXISTING
#42 PM 11.90 - 60' CSP REPLACE
#43 PM 12.09 - 58' CSP CIPP
REPLACE MBGR 2265 LF
PM 11.90
PM 11.80
PM 12.00
PM 11.50
PM 11.70
PM 11.60
#41 PM 11.77 - 63' HDPE REPLACE
TCE 750 SQFT
CONFORM TO EXISTING
CONFORM TO EXISTING
MATCH LINE SHEET L-13
LAYOUT
SCALE: 1" = 200'
L-12
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CHECKED BY
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
REVISED BY
DATE REVISED
BORDER LAST REVISED 1/4/2023
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
DATE PLOTTED
TIME PLOTTED
10/20/25


Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
REPLACE MBGR
REPLACE MBGR 655 LF
#44 PM 12.20 - 55' CSP CIPP
#45 PM 12.37 - 50' CSP CIPP
#46 PM 12.50 - 38' CSP REPLACE
MATCH LINE SHEET L-12
MATCH LINE WITHIN SHEET
R/W
PM 12.10
PM 12.20
PM 12.30
PM 12.40
PM 12.50
PM 12.60
#47 PM 12.88 - 45' CSP CIPP
CONFORM TO EXISTING
#48 PM 12.99 - 43' CSP CIPP
#49 PM 13.10 - 40' CSP CIPP
PM 12.70
PM 12.80
PM 12.90
PM 13.00
PM 13.10
PM 13.20
MATCH LINE SHEET L-14
LAYOUT
SCALE: 1" = 200'
L-13
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED BY
MIRIAN CORONA-VALDEZ
CHECKED BY
R. SCOTT FOSTER
REVISED BY
DATE REVISED
USERNAME => u131677
DGN FILE => 2J220_L13.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
DATE PLOTTED => 21-OCT-2025
TIME PLOTTED => 15:21
10/20/25


Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
REPLACE MBGR 850 LF
#50 PM 13.31 - 38' CSP CIPP
CONFORM TO EXISTING
#51 PM 13.50 - 50' CSP CIPP
REPLACE MBGR 161 LF
#53 PM 13.70 - 54' CSP CIPP
#52 PM 13.69 - 46' CSP REPLACE
#55 PM 13.72 - 40' CSP CIPP
CONFORM TO EXISTING
R/W
MATCH LINE SHEET L-13
PM 13.30
PM 13.40
PM 13.50
PM 13.60
PM 13.70
CONFORM TO EXISTING
REPLACE MBGR 117 LF
#54 PM 13.72 - 15' CSP CIPP
TCE 600 SQFT
MATCH LINE WITHIN SHEET
REPLACE MBGR 162 LF
CONFORM TO EXISTING
PM 14.00
PM 13.90
PM 13.80
PM 14.10
PM 14.20
REPLACE MBGR 95 LF
E WILLOW ST
REMOVE MBGR 108 LF
REPLACE MBGR 150 LF
MATCH LINE SHEET L-15
LAYOUT
SCALE: 1" = 200'
L-14
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
R. SCOTT FOSTER
CALCULATED-DESIGNED BY
MIRIAN CORONA-VALDEZ
CHECKED BY
R. SCOTT FOSTER
REVISED BY
DATE REVISED
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
DATE PLOTTED
TIME PLOTTED

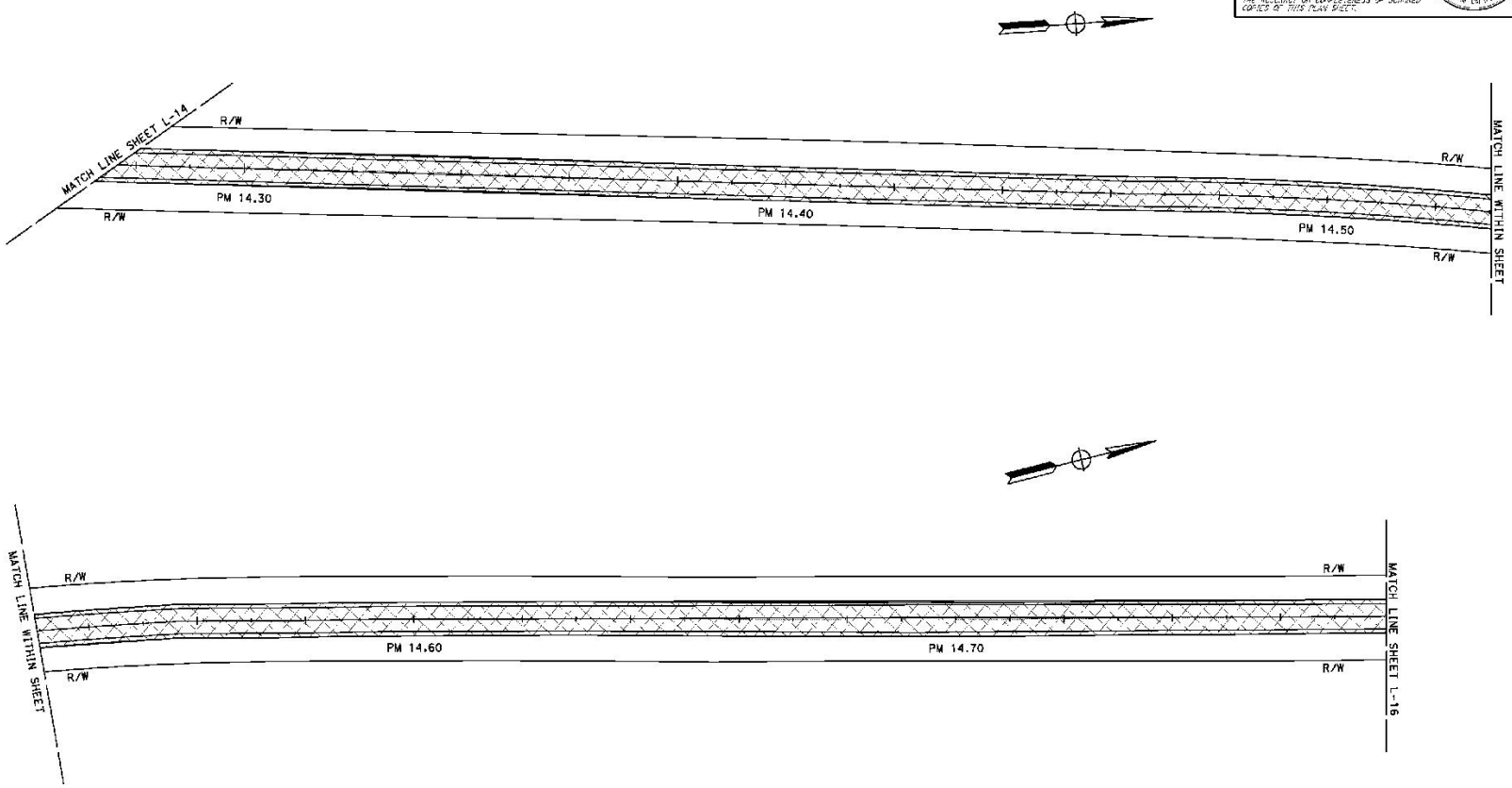
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SIE	89	0.0/15.2		

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

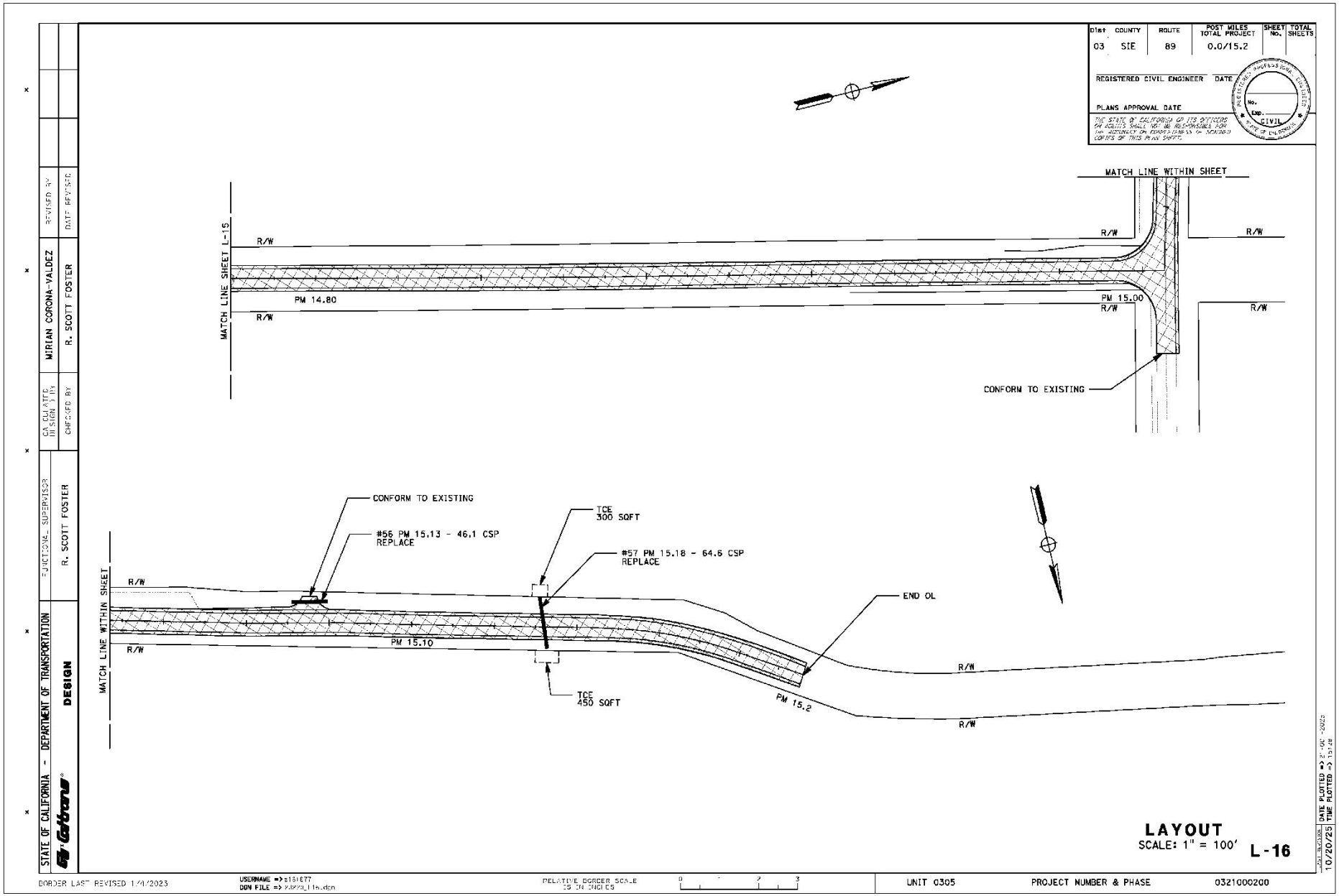


LAYOUT
SCALE: 1" = 100'

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: R. SCOTT FOSTER
CALCULATED BY: MIRIAN CORONA-VALDEZ
CHECKED BY: R. SCOTT FOSTER
REVISED BY
DATE REVISED

BORDER LAST REVISED 1/4/2023
USERNAME => s151677
DGN FILE => 0321_L15.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0305
PROJECT NUMBER & PHASE 0321000200
LAST MODIFIED DATE PLOTTED => 21-OCT-2025
10/20/25 TIME PLOTTED => 15:25


Dist. COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
03 SIE 89 0.0/15.2
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
CIVIL
MATCH LINE WITHIN SHEET
MATCH LINE SHEET L-15
R/W
PM 14.80
PM 15.00
CONFORM TO EXISTING
CONFORM TO EXISTING
#56 PM 15.13 - 46.1 CSP REPLACE
TCE 300 SQFT
#57 PM 15.18 - 64.6 CSP REPLACE
END OL
PM 15.10
TCE 450 SQFT
PM 15.2
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
R. SCOTT FOSTER
MIRIAN CORONA-VALDEZ
R. SCOTT FOSTER
LAYOUT
SCALE: 1" = 100'
L-16
BORDER LAST REVISED 1/1/2023
UNIT 0305
PROJECT NUMBER & PHASE
0321000200
10/20/25