BLUE CANYON PAVEMENT REHABILITATION PROJECT

INITIAL STUDY

with Proposed Negative Declaration

PLACER COUNTY, CALIFORNIA
DISTRICT 3 – PLA – 80 (Post Miles R26.5 to 55.1)
03-3H590/ 0318000017

Prepared by the
State of California Department of Transportation

January 2023

General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed project on Interstate 80 in Placer County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this document.
- Additional copies of this document and related technical studies are available for review at 703 B Street Marysville, CA 95901 or the Colfax Library, 10 Church Street, Colfax, CA 95713. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-placer-county
- Attend the public meeting on February 22, 2023
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public meeting and/or send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:

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

- Send comments via e-mail to: Blue.Canyon.PaveRehab@dot.ca.gov
- Be sure to send comments by the deadline: March 4, 2023

What happens after this?

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

For individuals with sensory disabilities, this document is available in Braille, in large print, or in digital format. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Deanna Shoopman, North Region Environmental–District 3, 703 B Street, Marysville, CA 95901; (530) 632-0080 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.

BLUE CANYON PAVEMENT REHABILIATION PROJECT

Repave and widen roadway to accommodate new eastbound truck climbing lane on US 80 in Placer County, at various locations between post mile R26.5 to 55.1, northeast of Auburn.

INITIAL STUDY

with Proposed Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

01/17/2023
Date of Approval

Mike Bartlett

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

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

Cymbre Hoffman, North Region Environmental–District 3
703 B Street, Marysville, CA 95901
(530) 845-0634
or use the California Relay Service TTY number, 711 or 1-800-735-292.

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

Project Description

The California Department of Transportation (Caltrans) proposes to repave and widen the roadway to accommodate a new eastbound truck climbing lane on Interstate 80 in Placer County.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to 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 project would have *No Effect* on Land Use and Planning, Mineral Resources, Public Services, Recreation, and Tribal Cultural Resources.

The project would have *Less than Significant Impacts* to Aesthetics, Agricultural and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Transportation, Utilities and Service Systems, and Wildfire.

Mike Bartlett

01/17/2023

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

Date

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List of Abbreviated Terms

Abbreviation	Description
AB	Assembly Bill
AMSL	Above Mean Sea Level
ARZ	Absorber Root Zone
BMPs	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
ºC	degrees Celsius
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCC	Central California Coast (coho salmon ESU)
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH4	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO2	carbon dioxide
CRPR	California Rare Plant Rank
CRLF	California Red Legged Frog
CSP	Corrugated Steel Pipe
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
Department	Caltrans

Abbreviation	Description
DI	drainage inlet
DOT	Department of Transportation
EB	Eastbound
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESHA	Environmentally Sensitive Habitat Area
ESL	Environmental Study Limits
ºF	degrees Fahrenheit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FYLF	Foothill Yellow-legged frog
FHWA	Federal Highway Administration
GHG	greenhouse gas
GWP	Global Warming Potential
HFCs	hydrofluorocarbons
HVF	High-Visibility Fencing
I-80	Interstate 80
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LCFS	low carbon fuel standard
LSAA	Lake and Streambed Alteration Agreement
MAMU	Marbled murrelet
MBTA	Migratory Bird Treaty Act
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMTC02e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
N2O	nitrous oxide

Abbreviation	Description
NAHC	Native American Heritage Commission
NCSC	Natural Communities of Special Concern
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O3	ozone
OC	Overcrossing
OHWM	ordinary high-water mark
Pb	lead
PDT	Project Development Team
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
S	State: ranking for Natural Communities of Special Concern
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SLR	Sea Level Rise
SNC	Sensitive Natural Community
SNYLF	Sierra Nevada Yellow-legged frog
SR	State Route
SSC	Species of Special Concern
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan

Abbreviation	Description
SWRCB	State Water Resources Control Board
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
UC	Undercrossing
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VELB	Valley Elderberry Longhorn Beetle
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WB	West Bound
WDRs	Waste Discharge Requirements
WQAR	Water Quality Assessment Report
WQOs	Water Quality Objectives

Chapter 1 Proposed Project

1.1 Project History

The proposed project is located on Interstate 80 (I-80) in Placer County between Post Mile (PM) R26.5 to 55.1 at three locations. Location 1 (Weimar) is located about 9 miles northeast of the city of Auburn, a city known for its California Gold Rush history, and stretches from the north end of the unincorporated community of Applegate through the unincorporated community of Weimar. Location 2 (Gold Run) traverses through mostly undeveloped forest land with the unincorporated community of Gold Run being located at the east end of this stretch of highway. The Gold Run area was the site of hydraulic mining during the California Gold Rush when high-pressure water jets were used to wash away gravel from mountain slopes to extract gold from the rocks. Remnants of this mining are visible in steep, bare, reddish slopes throughout the area. Location 3 (Blue Canyon) is located almost entirely within the Tahoe National Forest with the community of Emigrant Gap being located towards the east end of this location. In the Emigrant Gap area, some of the first covered wagons scaled the Sierra Nevada via ropes that lowered them to the ground of Bear Valley. This area was considered a treacherous portion of the overland emigrant trail.

I-80 is designated as part of the "Eisenhower Interstate System" within the "National Highway System" and is the primary east-west route in California for freight trucks, serving interregional and interstate travel. The segment of I-80 within the project area also serves heavy tourist traffic to/from the Tahoe Region, Sacramento, and surrounding cities, thus playing a critical role in California's economy by supporting a high volume of commuter and interregional traffic.

The three proposed locations are very steep (grades ranging between 1.55% and 4.54%), and heavy trucks climbing the segments lose speed, substantially delaying mainline traffic flows. Due to these delays, there are an increased number of rear end collisions and an overall loss in level of service and operational efficiency of this corridor. Constructing truck climbing lanes and wider shoulders, along with the replacement of outdated structures and pavement rehabilitation will help ensure and maintain the safety of those traveling eastbound along I-80 through this segment in Placer County. This project is included in the 2021-24 Metropolitan Transportation Improvement Program (MTIP) and the 2020 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) for the Sacramento Area Council of Governments (SACOG).

The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Project Description

Caltrans proposes to enhance and preserve the useful life of the existing pavement and to improve the ride quality on eastbound (EB) I-80 in Placer County between PM R26.5 and 55.1 by grinding and overlaying the mainline. Operational improvement of the general-purpose lanes will be accomplished by constructing EB truck climbing lanes at three locations. To accommodate the truck climbing lanes, the roadway would be widened and two structures, the Blue Canyon undercrossing (UC) (Br.#19-0115R) and Weimar overcrossing (OC) (Br.#19-0082), would be removed and replaced with wider structures. Several entrance and exit ramps would also be reconstructed with the latest signing/striping standards for vehicles to properly merge into the new truck lane. Existing Traffic Management Systems (TMS) and Safety and Intelligent Transportation Systems (ITS) elements would be relocated and upgraded to current standards to actively manage recurrent and non-recurrent traffic congestion. All Metal Beam Guardrails (MGBR) would be replaced with Midwest Guardrail Systems (MGS); median concrete barriers, drainage, lighting, sign panels, and fiber optic would be upgraded as needed; and wildlife crossing conflicts would be addressed with the construction of a wildlife crossing. The proposed project runs through the northwest portion of unincorporated Placer County, and traverses through several unincorporated communities—Applegate, Weimar, Secret Town, Gold Run, Blue Canyon, and Emigrant Gap—with the Tahoe National Forest encompassing almost the entire portion of the last project location.

1.2.1 Project Objective

Purpose

The purpose of the project is to preserve and extend the useful life of the existing pavement and drainage systems, improve safety, reliability, and freight mobility of this mountainous segment of I-80. The additional pavement width will improve safety and operations by facilitating movement around slow-moving vehicles and trucks whose speeds drop due to sustained grade. Safety will also be improved by upgrading signs and TMS systems to the latest standards, by replacing outdated barrier and metal beam guardrails, and by addressing wildlife crossing conflicts.

Need

The project is needed because the pavement at Locations 1 and 2 is exhibiting alligator cracking and rutting, and rigid pavement at Location 3 indicates faulting. A total of 11 lane miles of existing pavement is projected to degrade to fair or poor condition by the year 2024. Drainage culverts, road signs, overhead structures, and TMS systems within the project area that are approaching or are in poor condition and have reached the end of their service life need to be upgraded to meet current standards.

Heavy freight traffic along with the steep grade (between 1.55% and 4.54%) leads to substantial delays due to the slowdown of heavy truck traffic on the mainlines. Traffic Accident Surveillance and Analysis System (TASAS) data taken from 6/1/2018 to 5/31/2021 reported 49 collisions on I-80 at the three project locations, PM R26.5 to 29.2, PM 39.5 to 41.3, and PM 53.0 to 55.1, including one fatality. Truck speed profiles of these segments indicate that the speed of the truck traffic currently merging onto the No. 2 Lane is far below the safety threshold of 45 mph, resulting in 12 reported rear-end collisions between 2018–21, slowdown of the vehicular traffic, increased vehicle emissions, increased travel costs, and reduce travel time reliability. Additionally, numerous collisions resulting from wildlife crossings were reported along this roadway segment, leading to safety concerns for motorists along this stretch of I-80. Two bridges need to be replaced to accommodate the proposed widening. Weimar OC is a 60-year-old structure that is functionally obsolete and not wide enough to accommodate the proposed widening and Blue Canyon UC has had deck issues dating back 60 years and is not wide enough to accommodate the proposed widening.

1.2.2 Proposed Project

The proposed project would include pavement rehabilitation and extension of the EB truck climbing lanes at the following three locations: Location 1 – PM R26.5 to 29.2, Location 2 – PM 39.5 to 41.3, and Location 3 – PM 53.0 – 55.1. At Location 1, the proposed project would widen the EB lanes to accommodate a 12' hot mix asphalt (HMA) truck climbing lane and a standard 10' shoulder along the outside shoulder. Work at this location would include a grind and overlay of the existing mainline, the replacement of all metal beam guard rails (MBGR) with midwestern guard rail system (MGS) or concrete barriers, and the replacement of all type 50 median barriers with type 60. The project would grade slopes to catch existing grade within the adjacent railroad right of way. The entire Weimar OC (BR-NO. 19-0082) would be replaced and would include widening the mainline to accommodate a 12' lane, a 10' shoulder along the EB direction, and a future 12' lane and a 10' shoulder along the westbound (WB) direction. Re-striping lanes and shoulders to accommodate a third 12' lane along the EB direction would be included. A sound wall would be constructed just north of the Weimar

overhead on top of the proposed retaining wall along the EB edge of the shoulder. The retaining wall is required to avoid increased impacts to Ponderosa Way, a frontage road serving the local community. A barrier would be provided at the base of the sound wall and retaining walls to protect motorists traveling on I-80 and on Ponderosa Way.

At Location 2, work would include widening the EB lanes to accommodate a 12' HMA truck climbing lane and a standard 10' shoulder along the outside shoulder. Work at this location would include a grind and overlay of the existing mainline, the replacement of all MBGR with MGS or concrete barriers, and upgraded drainage, lighting, sign panels, and fiber optics as needed. Four retaining walls would also be constructed to avoid impacts to Magra Road.

At Location 3, work would include repairing any spall and removing any damaged Portland Cement Concrete (PCC) along with profile grinding all the existing PCC pavement per District Materials Engineer (DME) recommendations. The inside shoulder would be widened to add a 12' Jointed Plain Concrete Pavement (JPCP) truck climbing lane and a standard 10' shoulder. All MBGR would be replaced with MGS or concrete barriers and drainage, lighting, sign panels, and fiber optics would be upgraded as needed. The EB Blue Canyon UC (Br.#19-0115R) would be replaced with a wider structure to accommodate the additional truck climbing lane.

The escalated capital cost estimate of this programmable alternative is $99.0 million and would take approximately 450 working days.

Table 1. Project Location Segments

Location	Name	Post Miles
1	Weimar	R26.5/29.2
2	Gold Run	39.5/41.3
3	Blue Canyon	53.0/55.1

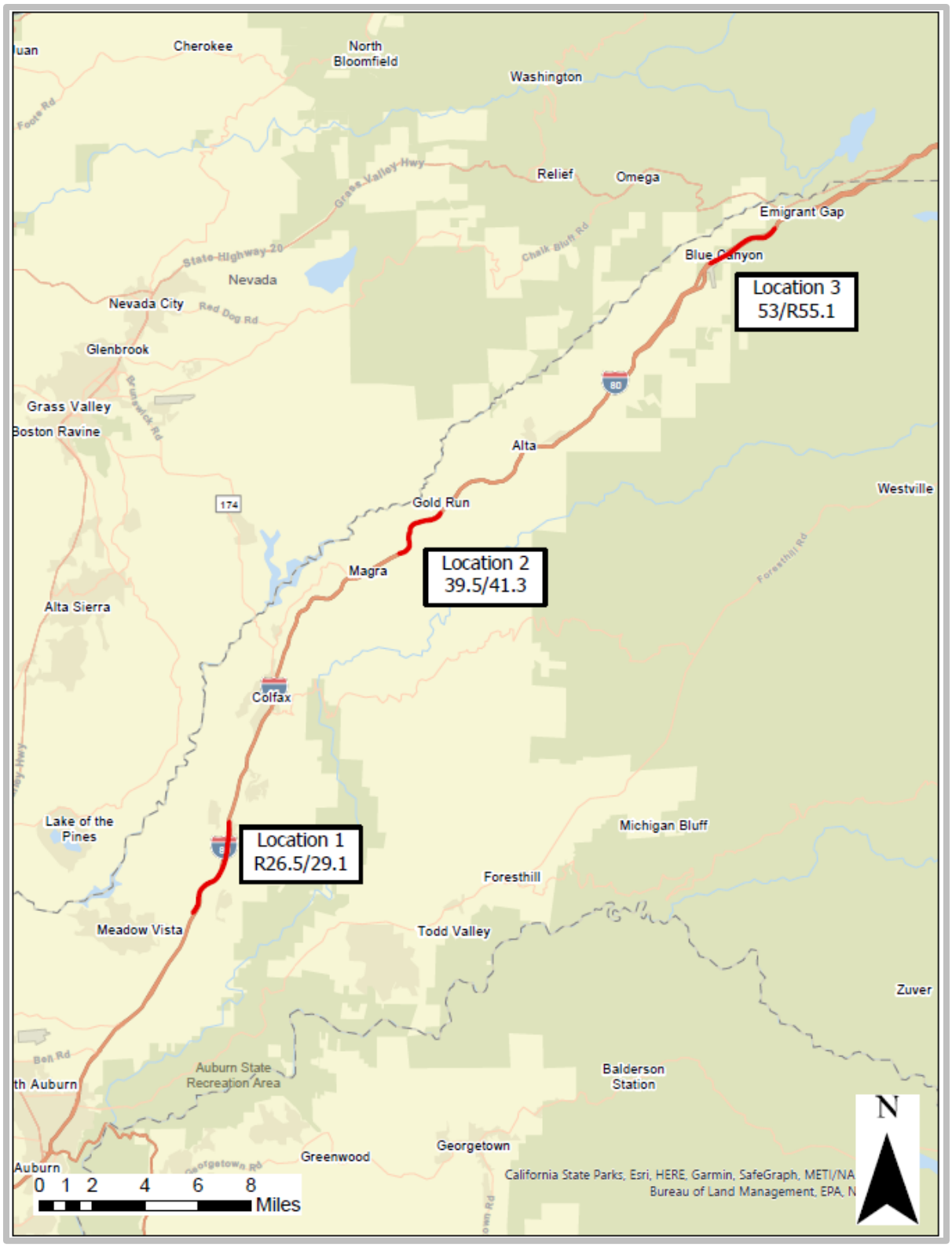

Figure 1. Project Vicinity

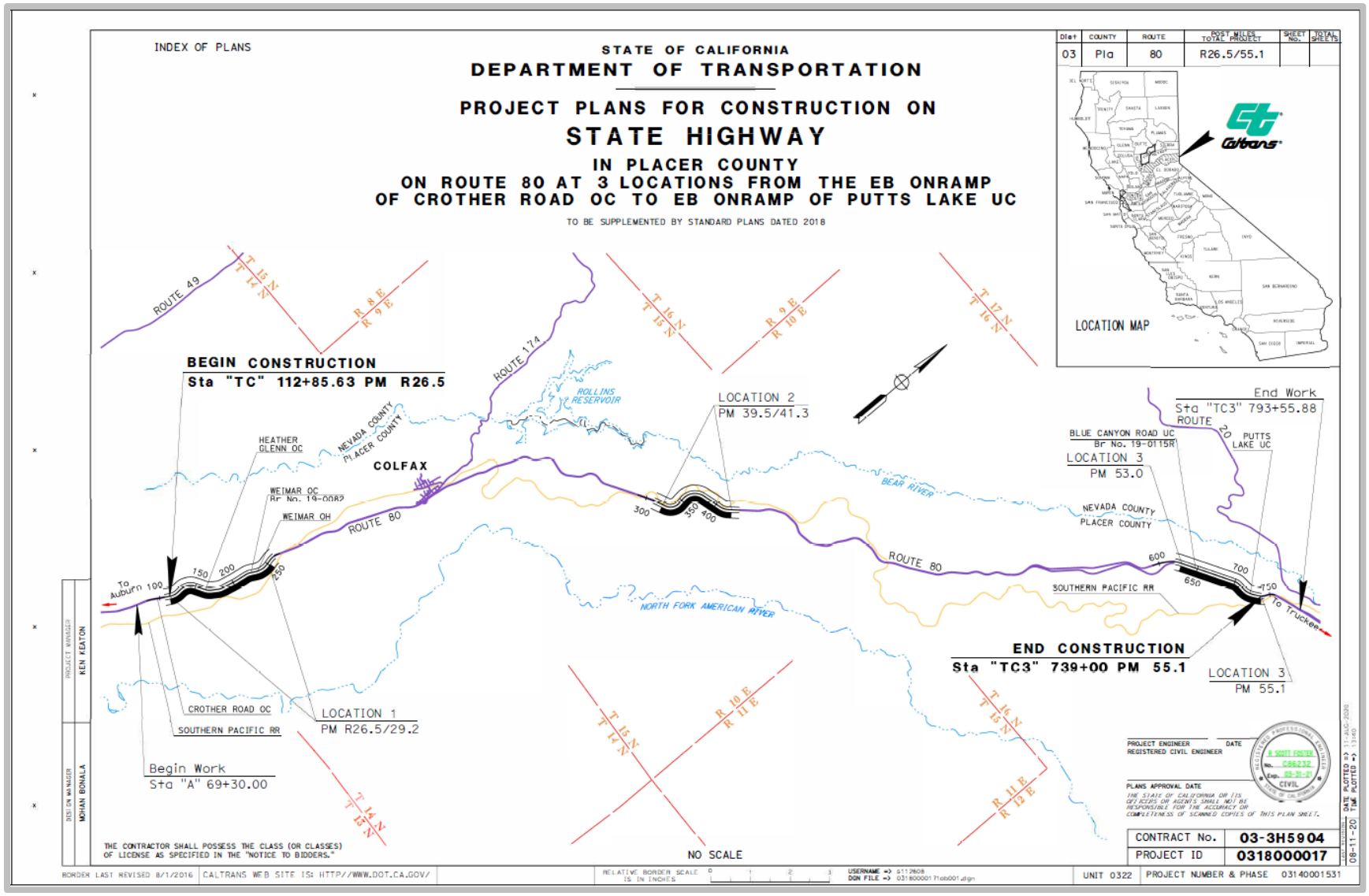

Figure 2. Project Location Map

1.2.3 Alternative 1 (No-Build Alternative)

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

1.2.4 Alternatives Considered but Eliminated from Further Consideration

Alternative 2 (Location 1 – Weimar)

This alternative only contains the project scope for the proposed project at Location 1, Weimar, and Locations 2 and 3 were not included in this alternative. This alternative was eliminated from further consideration because the Nyack Grade (Location 3) carries a heavy volume of truck traffic with accident rates above Statewide average and Blue Canyon needs to be replaced to accommodate the truck climbing lane. Pavement at Gold Run (Location 2) shows signs of distress and is a steep climbing segment that experiences substantial delays and increased collisions. Moreover, this alternative does not prevent fix or prevent deterioration of the existing pavement and drainage systems at Locations 2 and 3.

The escalated capital cost estimate for Alternative 2 is $36.25 million.

Alternative 3 (Location 1 and Location 2 – Weimar and Gold Run)

This alternative only contains the project scope for the proposed project at Location 1, Weimar, and Location 2, Gold Run, and Location 3 was not included in this alternative. This alternative was eliminated form further consideration because the Nyack Grade (Location 3) carries a heavy volume of truck traffic with accident rates above Statewide average and Blue Canyon needs to be replaced to accommodate the truck climbing lane. Additionally, this alternative does not prevent deterioration of the existing pavement and drainage systems at Location 3.

The escalated capital cost estimate for Alternative 3 is $69.2 million.

1.2.5 General Plan Description, Zoning, and Surrounding Land Uses

The Placer County Plan was updated in May of 2013 and outlines guidance for land use and development within Placer County. The plan is comprised of two guidance documents—the

Countywide General Plan, which contains the Placer County land development policy document and a Placer County land use diagram, and the community plans, which focus on specific areas of unincorporated Placer County, all of which include an area plan and detailed goals and policies for the specific community that the plan references. The Countywide General Plan outlines several goals pertaining to land use and transportation, which include but are not limited to: promote the wise, efficient, and environmentally-sensitive use of Placer County lands to meet the present and future needs of Placer County residents and businesses; to establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment; and provide for the long-range planning and development of the County's roadway system and a balanced freight transportation system to ensure the safe and efficient movement of people and goods (Placer County 2013). The landscape surrounding the project locations is mountainous and forested. Land use along the project segments is primarily rural residential and undeveloped forest, but also includes some small-scale commercial areas.

Land use surrounding Location 1 is primarily rural residential, with scattered businesses serving highway travelers and residents located intermittently around this stretch of highway, typically within a mountainous, forested landscape. The Weimar Institute, a religious wellness center and school, is located on the WB side of I-80 at this location, and the Union Pacific Railroad (UPRR) tracks roughly parallel the EB side of the highway. Placer County General Plan Land Use designations at Location 1 are primarily Rural Residential with small areas of Highway Service, Low Density Residential, Medium Density Residential, and Commercial. Of the three project locations, only Location 1 is located within an area covered by a community plan, titled the Weimar-Applegate-Clipper Gap General Plan (Placer County 1980).

At Location 2, I-80 travels through mostly undeveloped forested land with the unincorporated community of Gold Run to the east where rural residences and a few businesses are concentrated. To the north, UPRR tracks roughly parallel this isolated project location and Magra Road parallels this stretch of I-80 to the south. Placer County General Plan Land Use designations in and adjacent to the Gold Run segment are Agriculture/Timberland at the west end of the location and Low Density Residential, Rural Residential, and Resort/Commercial at the east end of the project location in the community of Gold Run. This area is not covered by a community plan and is guided by the Countywide General Plan.

At Location 3, most of this stretch of I-80 travels through the Tahoe National Forest, which is largely undeveloped. The community of Emigrant Gap is located to the east of this location,

which is slightly more developed than the forested portions of this location and includes the Nyack Airport, which is adjacent to the west end of the project location. It also includes a residential community to the east on Putt Road and adjacent streets, currently separated from the highway by an area of dense evergreen trees. A network of trails extends south of the residential community. Beyond that, further east along I-80, is Lake Putt, a local fishing destination which currently has views of I-80. Continuing eastbound is a small commercial center, including a gas station and Nyack Snow Park, a private sledding area. The Placer County General Plan Land Use Designations are Agriculture/Timberland along the north and west side of the project segment. The area at the south and east end of the segment is Low Density Residential, Rural Residential, Water Influence, Tourist Resort Commercial, and General Commercial. This area is not covered by a community plan and is guided by the Countywide General Plan and by the U.S. Forest Service in accordance with the Tahoe National Forest Land Resource Management Plan (RMP), which serves as a guide for the protection and use of forest resources.

1.3 Permits and Approvals Needed

Table 2. Agency Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1600 Lake and Streambed Agreement	Pending
Regional Water Quality Control Board (RWQCB)	401 from Central Valley	Pending
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	Pending
State Historic Preservation Office (SHPO)	Concurrence on Caltrans HPSR and Finding of Effects (FOE)	Awaiting SHPO concurrence on FOE

1.4 Standard Measures and Best Management Practices Included in All Alternatives

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

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include the following:

Aesthetics Resources

AR-1: Aesthetic treatment to the bridges/guardrails/retaining walls would be included, such as tribal patterns, to address context sensitivity.

AR-2: 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-3: Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.

AR-4: Where feasible, construction lighting would be limited to within the area of work.

AR-5: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High

Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved and root systems of trees protected.

Biological Resources

BR-1: General

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

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of 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 construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

C. To prevent attracting corvids (birds of the Corvidae family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.

D. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors. The biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, bridge demolition, pile-driving and hoe-ramming, and drilling for bridge foundations to ensure adherence to permit conditions. In-water work restrictions would be implemented.

E. An Aquatic Species Relocation Plan, or equivalent, would be prepared by a qualified biologist and include provisions for pre-construction surveys and the appropriate methods or protocols to relocate any species found. If previously unidentified threatened or endangered species are encountered or anticipated incidental take levels are exceeded, work would either be stopped until the species is out of the impact area, or the appropriate regulatory agency would be contacted to establish steps to avoid or minimize potential adverse effects. This Plan may be included as part of the Temporary Creek Diversion System Plan identified in **BR-6**.

F. 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.

G. Protocol surveys would be performed for FYLF, SNYLF, and CRLF during the breeding season for each construction season (every year of construction). If species are discovered during construction, work would stop in the area of discovery and coordination with the appropriate resource agencies would occur.

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 which 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 Cleaning/Decontamination Protocol (Northern Region)* for all field gear and equipment in contact with water.

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

A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

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

BR-5: Plant Species, Sensitive Natural Communities, and ESHA

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

B. After completion, all superfluous construction materials would be completely removed from the site. If appropriate, 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-6: Wetlands and Other Waters

A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. Depending on site conditions, the plan may also require specifications for the relocation of sensitive aquatic species (see also Aquatic Species Relocation Plan in **BR-2**). Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.

B. In-water work would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species. Construction activities restricted to this period include any work below the ordinary high water mark. Construction activities performed above the ordinary high water mark 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), Water Pollution Control Program (WPCP),) and/or project permit requirements.

C. See **BR-5** for Temporary High Visibility Fencing (THVF) information.

Cultural Resources

CR-3: 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-4: 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 thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves 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.

Geology, Seismic/Topography, and Paleontology

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

GS2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.

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

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

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

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

GHG-6: Pedestrian and bicycle access would be maintained on I-80 during project activities.

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: 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."

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

Hydrology and Floodplain

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

Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction.

TT-3: A Transportation Management Plan (TMP) would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to I-80 throughout the construction period.

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

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 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-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.

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

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

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

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of off-site.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan (SWMP)*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) as amended by subsequent orders.

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

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

1.5 Discussion of the NEPA Categorical Exclusion

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

Chapter 2 CEQA Environmental Checklist

Environmental Factors Potentially Affected

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

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

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

Project features, which can include both design elements of the project as well as standardized measures applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

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

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

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

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

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "Mitigated Negative Declaration" in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in

implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§15126.4(a)(1)(B)).

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

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

No-Build Alternative

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

2.1 Aesthetics

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

2.1.1 Regulatory Setting

The California Environmental Quality Act (CEQA) establishes it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

2.1.2 Environmental Setting

A Visual Impact Assessment (VIA) was completed January 2023, which documents potential visual impacts caused by the proposed project and proposes measures to lessen any detrimental impacts that are identified to impact visual resources. The project consists of

three Locations along I-80 in Placer County, California, on the western slopes of the Sierra Nevada mountains in Northern California. I-80 is the principal freeway crossing the Sierra Nevada mountains. The landscape surrounding the project segments is mountainous and forested. Land use along the project segments is primarily rural residential and undeveloped forest, but also includes some small-scale commercial areas.

2.1.3 Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

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

None of the proposed project segments are located along nor visible from designated scenic vista points or corridors. Because all three segments pass through densely forested, mountainous areas, visibility is often limited to foreground views with middle and background views being blocked by tree cover and landform. Placer County has no designated scenic vista points or corridors. Location 1 would not be visible from designated scenic vista points or corridors. Project-related changes would not be visible from the Weimar Institute or the trails it connects to because of tree cover. The eastern terminus of Location 2 is approximately 0.25 mile from the Gold Run rest area on the WB side and 0.5 mile from Gold Run rest area on the EB side. Though project-related changes would not be visible from the rest areas, motorists exiting the WB rest area may be able to view minor areas of slope cutting and tree clearance as they enter Location 2. Location 3 is close to designated scenic vista points and corridors, but project-related change would not be visible from them due to topography and vegetation. Emigrant Gap Scenic Vista Point is on WB I-80, 0.25 mile east of the eastern end of Location 3 and features views to the north. A hill between the vista point and Location 3 prevent project-related change from being visible from the vista point. The Yuba-Donner National Forest Scenic Byway is a 175-mile loop that travels on SR-20, SR-49, SR-89, and I-80. It is located just over 0.5 mile north of Blue Canyon (on SR-20 at its closest point). However, project-related change would not be visible from the scenic byway due to landform and tree cover.

Project-related changes are not likely to be visible from recreational areas or informal scenic areas in the vicinity of the three locations, including trails, lakes, campgrounds, or picnic areas. Location 3 is adjacent to Lake Putt; however, only the guardrail replacement aspect of the project would be visible from the lake. Slope cutting and forest clearance are not likely to be visible from Lake Putt. The project would not have a substantial adverse effect on scenic vista and therefore the impact would be less than significant.

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

The proposed project is not located on nor visible from any officially designated or eligible state scenic highways. No stretches of state scenic highway exist near Location 1 or Location 2. I-80 becomes an eligible state scenic highway 4.5 miles northeast of Location 3, from the I-80/State Route 20 (SR-20) interchange to the Nevada State Line. Due to distance, project-related changes would not be visible from this eligible state scenic highway. In addition, SR-20 has sections of designated and eligible state scenic highway that are 1.5 and 0.75 miles north of Location 3, respectively. However, Location 3 is not visible from SR-20 due to topography and trees. Therefore, the project would not substantially damage scenic resources and thus, there would be no impact.

c) Would the project, 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.)

The proposed project locations are in non-urbanized areas. The project would widen the EB side of I-80 by one lane throughout each of the three locations. Slope cutting and vegetation clearance would result at all three locations. These changes would have a notable visual impact that is apparent to both highway users and highway neighbors for Location 1 and Location 2, whereas, from Location 3, project-related changes are only likely to be visible to highway users. Visual impacts would be experienced most acutely by highway users whose direct visual environment would be altered in ways that increase the dominance of the roadway and would have views of landscape scars and large bare slopes adjacent to the highway. These impacts would be highly noticeable at all three locations. The addition and/or relocation of new signage components combined with vegetative clearing could also introduce views of overhead signs from sensitive locations. As a result, the visual impact would range from moderate to high.

The widening of the highway in each of the three locations would cause a permanent change to visual character. However, most of the visual changes associated with the project including landscape scarring and vegetation removal would be attenuated over time by vegetation recolonization and the weathering of the roadcut exposures. Refinement to final overhead signage locations in order to avoid or screen direct views from sensitive viewsheds would limit impacts from signage and utilizing retaining walls instead of large cut/fill slopes would potentially reduce the extent of clearing impacts. Where proper setbacks exist and

where feasible, plans would be prepared which replace naturally occurring highway vegetation on prominent cut/fill slopes to introduce replacement vegetation, and by designing slopes as flat as is reasonable with slope rounding, landforming/geomorphic grading, contouring, or stepping to minimize erosion and to promote plant growth. Treatment of slopes would be refined to promote reestablishment of the vegetation.Therefore, impacts to visual character and public view within a non-urbanized area is less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

There would be no permanent increase in sources of light or glare under the proposed project. Some light poles may need to be relocated or replaced as part of project activities; however, there would not be a net increase in the number of lights. Where replacement/relocated lights are installed, Caltrans standard specifications for lighting would be followed to help ensure that light would be directed downward to the roadway surfaces and light straying to other areas would be minimized. Where the current median barrier height is being raised by the project, exposure to light and glare from oncoming traffic is anticipated to decrease. This would include glare impacts to highway users during the day associated with sunlight reflecting off vehicles as well as light and glare impacts that occur in the evening associated with vehicle headlights.

Temporary new sources of light and glare would occur during construction which would include nighttime work. As required by Caltrans, where feasible, construction lighting would be limited to within the area of work. Therefore, impacts due to the creation of new sources of substantial light glare would be less than significant.

2.1.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.2 Agriculture and Forest Resources

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

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
Would the project: c) Conflict with existing zoning or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			✓	
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

2.2.1 Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (CA Government Code Sections 51100 et seq.) which was enacted to preserve forest resources. Similar to the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (TPZ) are on 10-year cycles. Although state highways are exempt from provisions of the Act, the California Secretary of Resources and the local governing body are notified in writing if new or additional right of way from a TPZ will be required for a transportation project.

2.2.2 Environmental Setting

The proposed project is located at three locations on I-80 between post miles R26.5 to 55.1 in eastern Placer County, where the primary land use is rural residential and undeveloped forestland, with intermittent clusters of small-scale commercial areas, tourist destinations, and highway use facilities. Agriculture/Timberland land use encompasses a sizable portion of the land bordering the proposed project on the west and north sides of I-80, with many of these lands providing suitable areas for confined livestock, poultry, or aquaculture facilities. The Placer County General Plan does not define any of the land adjacent to I-80 for the proposed project as strictly agricultural, however, the rural residential land use classification

does allow for limited agricultural uses such as crop production and grazing, equestrian facilities, and businesses such as roadside stands, farm equipment, and supplies sales (California Department of Conservation 2022).

2.2.3 Discussion of CEQA Environmental Checklist Question 2.2—Agriculture and Forest Resources

a) Would the project 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?

Land adjacent to I-80 within the proposed project area is primarily classified as *Other Land* with *Urban and Built-Up Land* occurring within the more residential areas of the project limits. The California Department of Conservation Farmland Maps define *Other Land* as, "low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing." The last half of Location 3 from Putt Road to the end of Location 3 is not included on the California Department of Conservation Farmland Maps because it is located within the Tahoe National Forest; however, no temporary or permanent acquisition of land are anticipated for the project at this location as all work will be conducted within Caltrans right-of-way at Location 3. Therefore, because the proposed project would not convert any land currently designated as prime farmland, unique farmland, or farmland of statewide importance to non-agriculture use, there is no impact.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

None of the parcels that are proposed to be acquired are under a Williamson Act contract, therefore, there is no impact to Williamson Act parcels. The parcels that are proposed for acquisition are zoned as Residential Agriculture use, however, land designation types for these parcels range from *vacant/all types/not assigned* to commercial or residential. Therefore, the impact is less than significant.

c) Would the project conflict with existing zoning 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))?

One parcel for proposed acquisition is designated as Agriculture/Timberland within the General Plan Land Use, however, out of the large area that comprises this parcel, only a

small portion is proposed to be acquired. Acquisition of this land would not take this land out of timber production. Additionally, none of the projects that are adjacent to this project are acquiring forest land, thus the loss of the small portion of forest land due to this project is not cumulatively significant either. With this small portion of timberland being acquired for the entirety of the proposed project, the impact regarding conflict with existing zoning or rezoning of forest land, timberland, or timberland zoned timberland would be less than significant.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

While Location 3 of the proposed project does occur within the Tahoe National Forest (TNF), no land acquisition will occur at this location and all work will be completed within the Caltrans right-of-way. Therefore, there is no impact.

e) Would the project 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?

There will be no other changes to the existing environment that could result in a loss of farmland or forest land. Therefore, there is no impact.

2.2.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.3 Air Quality

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

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
Would the project: b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

2.3.1 Regulatory Setting

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

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

2.3.2 Environmental Setting

An Air Quality Report (AQR) (Caltrans 2023b) was completed, which included a review of the project scope, timeline, proposed bill of materials, traffic data, and topography of the project area to assess existing and future air quality conditions in conformance with all applicable laws and regulations. The proposed project is located on a 4-lane divided freeway within Eastern Placer County in the Mountain Counties Air Basin (MCAB), which experiences heavy truck traffic. This section of I-80 is in the Sierra Mountain region, where prevailing wind direction varies based on elevation and proximity to the Sierra Nevada. Due to the complex features of the terrain within the basin, it is possible for various climate types to exist in proximity to one another causing the varying patterns of mountains and hills in the area to result in wide variations of temperature, rainfall, and localized wind (Placer County Conservation Program 2020). The meteorology and topography combine so local conditions are paramount in determining the effects of emissions in the basins with inversions in small valleys trapping pollutants in the winter, such as PM2.5, and stagnant air conditions allowing for the formation of other pollutants in the summer, such as ozone (O_3).

2.3.3 Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

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

The proposed project is listed in the 2019–2022 Metropolitan Transportation Improvement Program (MTIP) financially constrained Metropolitan Transportation Plan, which was found to conform by the Sacramento Area County of Governments (SACOG) on April 21, 2021. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a regional conformity determination finding on April 16, 2021. The project is also included in SACOG financially constrained 2019–2022 MTIP, page 98 and the SACOG 2019–2022 MTIP was determined to conform by FHWA and FTA on April 16, 2021. The design concept and scope of the proposed project is consistent with the project description in the 2020 MTP, 2019–2022 MTIP, and the "open to traffic" assumptions of the SACOG's regional emissions analysis. Therefore, there is no impact.

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

The proposed project is in a nonattainment area for O_3 and PM_{10}, at both the state and federal level. For both pollutants, short and long-term daily average emissions from the proposed

project would be below the established Placer County Air Pollution Control District (PCAPCD) thresholds for Construction and Operational Emissions, both in terms of project-level and cumulative significance. Therefore, the impact is less than significant.

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

The proposed project has sensitive receptors in the form of residential areas between 50–100 meters from the project, and a university 150 meters from the project. While each location does have sensitive receptors, implementation of applicable air quality measures such as applying stabilization/landscaping of unpaved areas to minimize re-entrained dust for long-term air quality improvement or developing a dust control plan for construction-related emissions (which requires the documenting of sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities), would reduce both long-term emissions and construction-related emissions. Furthermore, short- and long-term daily average emissions from the proposed project would be below the Placer County Air Pollution Control District Construction and Operational Project- and Cumulative-Level Significance Thresholds. Therefore, the impact to sensitive receptors is less than significant.

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

The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, there is no impact.

2.3.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.4 Biological Resources

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

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

2.4.1 Regulatory Setting

Within this section of the document (2.4. Biological Resources), the topics are separated into Natural Communities, Wetlands and Other Waters, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species. Plant and animal species listed as "threatened" or "endangered" are covered within the Threatened and Endangered sections. Other special status plant and animal species, including CDFW fully protected species, species of special concern, USFWS and NMFS candidate species, and California Native Plant Society (CNPS) rare and endangered plants are covered in the Plant and Animal sections.

Natural Communities

CDFW maintains records of sensitive natural communities (SNC) in the California Natural Diversity Database (CNDDB). SNC are those natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status taxa or their habitat.

Wetlands and Other Waters

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

- Federal Clean Water Act (CWA), 33 USC 1344
- Federal Executive Order for the Protection of Wetlands (EO 11990)

- State Sections 1600–1607 of the California Fish and Game Code (CFGC)
- State Porter-Cologne Water Quality Control Act, Section 3000 et seq.

Plant Species

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special status plant species. The primary laws governing plant species include:

- Federal Endangered Species Act (FESA), United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402
- California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq.
- Native Plant Protection Act, California Fish and Game Code, Sections 1900–1913
- National Environmental Policy Act (NEPA), 40 C.F.R. Section 1500 through Section 1508
- California Environmental Quality Act (CEQA), California Public Resources Code, Sections 21000–2117

Animal Species

The USFWS, NMFS, and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special status animal species. The primary laws governing animal species include:

- NEPA, 40 C.F.R. Section 1500 through Section 1508
- CEQA, California Public Resources Code, Sections 21000–2117
- Migratory Bird Treaty Act, 16 U.S.C. Sections 703–712
- Fish and Wildlife Coordination Act, 16 U.S. Code Section 661
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

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

Invasive Species

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

2.4.2 Environmental Setting

A Natural Environment Study (NES) (Caltrans 2023d) was prepared for the project. Caltrans coordinated with fisheries biologists and water quality specialists, as well as agency personnel from CDFW, USFWS, NMFS, NCWQCB, USACE. See Chapter 3 for a summary of these coordination efforts and professional contacts.

The project is located in the Sierra Nevada Mountain Range and experiences wet, cool winters, and dry, mild, foggy summers (Baldwin et al. 2012). The project area has a range in elevation from approximately 2,000 feet above mean sea level (AMSL) at the western end of the environmental study limit (ESL) (Location 1) to approximately 5,300 feet AMSL at the eastern end of the ESL (Location 3). Habitats in the project areas are typical of the Northern Sierra Nevada mountains and foothills and consist of mixed evergreen and mixed hardwood forests.

Natural Communities

Natural alliances and associated natural community types identified within the Project ESL are reasonably common of the High Sierra Nevada Subregion of northern California, as identified in Table 3.

Table 3. Vegetation Community and Land Cover Mapped in the Survey Area

Sensitive Natural Communities (SNCs)	California Rare Plant Rank (CRPR)	Locations	Total Acres
Valley oak woodland and forest (*Quercus lobata*)	S3	1	9.26
Natural Communities	**CRPR**	**Locations**	**Total Acres**
California black oak forest and woodland (*Quercus kelloggii*)	S4	1	18.68
Ponderosa pine forest and woodland (*Pinus ponderosa*)	S4	1, 2	62.11
Ponderosa pine – incense cedar – Douglas fir forest and woodland (*Pinus ponderosa – Calocedrus decurrens – Pseudotsuga menziesii*)	S4	3	49.16
Harding grass – reed canary grass swards (*Phalaris aquatica – Phalaris arundinacea*)	SNA	1	0.22
Perennial rye grass fields (*Lolium perenne*)	SNA	3	0.78
Other Land Cover	**CRPR**	**Locations**	**Total Acres**
Developed	N/A	1, 2, 3	121.83

Within the western-most biological study area (BSA), located at Location 1, the elevation is below 3,000 feet and vegetation communities gradate into types generally typical of the Sierra Nevada Foothills Subregion. In this portion of the ESL, one sensitive natural community (SNC) and six other non-sensitive natural community types were found. The SNC identified was valley oak woodland alliance, which has a State Rarity Ranking of S3, based on CDFW's current California Natural Community List (CDFW 2022b). The valley oak woodland alliance SNC is considered somewhat atypical for this area, being more commonly found at lower elevations.

Other non-sensitive natural communities present within the ESL include the following: Ponderosa Pine Forest and woodland, Black Oak Forest and woodland, Ponderosa pine – Incense Cedar – Douglas Fir Forest and woodland, Harding grass – reed canary grass swards, and perennial rye grass fields alliances.

Wetlands and Other Waters

Aquatic resources delineated in the ESL consist of wetlands, including fresh emergent wetlands which are present in low-lying areas, often with enhanced watersheds resultant from nearby impervious surfaces, such as roads and parking lots; seasonal wetlands, which can be variable and can range from flat to low-lying areas to areas that exhibit a morphology and hydrology similar to vernal pools; and a vegetated ditch which is a human-made linear feature that supports ephemeral or intermittent flow and meets both the definition of a wetland and has ordinary high water mark (OHWM) indicators associated with a drainage feature; as well as other waters including a lake, perennial streams, intermittent stream, and ephemeral stream (Cowardin et al. 1979). A total of 1.090 acres (3,319.65 linear feet) of aquatic resources were delineated in the ESL and the breakdown of these aquatic resources is shown in Table 4 below.

Table 4. Summary of Delineated Aquatic Resources

Aquatic Resources	Total Acres	Total Linear Feet	Cowardin Type
Wetlands			
Fresh Emergent Wetland	0.425	-	PEM1
Seasonal Wetland	0.237	-	PEM2
Vegetated Ditch	0.034	485.79	R4SB7
Total Wetlands	***0.696***	***485.79***	**-**
Other Waters			
Lake (Lake Putt)	0.082	-	L1UB
Perennial Stream	0.207	1,870.52	R2UB2
Intermittent Stream	0.054	420.73	R3SB5
Ephemeral Stream	0.046	464.82	R6
Unvegetated Ditch	0.005	77.79	R6
Total Other Waters	*0.394*	*2,833.86*	-
Total Aquatic Resources	***1.090***	***3,319.65***	**-**

Plant Species

The plant species are of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special status plants occurring on site. A total of 35 special status plants and 1 club moss

were identified in the records search as state or federally listed or CRPR with the potential to occur, however no special status plants were found within the project ESL during botanical surveys.

Animal Species

Animals are of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special status animals occurring on site. No animal species of special concern were encountered within the Environmental Study Limits (ESL). A total of 12 special status animal species were identified in the records search as state or federally listed or CRPR with the potential to occur, however no special status animals were encountered within the project ESL during field surveys. Threatened and endangered species will be discussed in the following section.

Potentially suitable habitat exists for the fisher (*Pekania pennanti*) – CDFW species of special concern, USFS sensitive species. Avoidance and minimization measures will be employed to avoid any potential impacts.

Threatened and Endangered Species

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected and preserved.

CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of these threatened or endangered species if reasonable and prudent alternatives are available.

Department of Fish and Game regulates activities related to fish, wildlife, and plants in California and is responsible for administering CESA. CESA emphasized early coordination to avoid potential affects to State listed species and to develop appropriate mitigation planning to offset loss of listed species. No threatened or endangered species were encountered within the project ESL; however, potentially suitable habitat exists for the following species: California Red-legged frog (*Rana draytonii*) – Federal Threatened, Foothill Yellow-legged frog (north Sierra DPS) (*Rana boylii*) – State Threatened, Monarch butterfly (*Danaus plexippus*) – Federal Candidate, Sierra Nevada Yellow-legged frog (*Rana sierrae*) – Federal Endangered, and Western Bumble Bee (*Bombus occidentalis*) – State Candidate Endangered.

Invasive Species

EO 13112, signed February 3, 1999, directs all federal agencies to prevent and control the introduction of invasive species in a cost-effective and environmentally sound manner. The EO established the National Invasive Species Council (NISC), which is composed of federal agencies and departments and a supporting Invasive Species Advisory Committee (ISAC) composed of state, local, and private entities. In 2008, NISC released an updated national invasive species management plan (National Invasive Species Council 2008) that recommends objectives and measures to implement the EO and to prevent the introduction and spread of invasive species. The EO requires consideration of invasive species in NEPA analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

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

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

Less than significant.

Plant Species

Of the 35 special status plants and 1 club moss identified with the potential to occur, none were observed within the ESL during botanical surveys. However, one CNPS 4.2 rank plant, Humboldt lily, was detected just outside of the ESL at Location 2.

The Humboldt lily is a perennial herb endemic to California, with a limited distribution primarily on the west side of the Cascade and Sierra Nevada foothills and mountains. The species typically occurs in openings within yellow pine forest and chaparral communities. Humboldt lily plants were present within Ponderosa pine forest and woodland, in and adjacent to a roadside dich, and in and around an artificial forest opening under a powerline right of way. Dominant vegetation immediate in the vicinity included bigleaf maple (*Acer macrophyllum*) and whiteleaf manzanita (*Arcostaphylos viscida*).

Avoidance and Minimization Efforts

Pre-construction botanical surveys will be performed to avoid any impacts to special status plants.

Animal Species

No special status animals were encountered within the project ESL. Threatened and endangered species will be discussed in the following section below.

Threatened and Endangered Species

No threatened or endangered species were encountered within the project ESL however, potentially suitable habitat exists for California red-legged frog (CRLF), foothill yellow-legged frog (FYLF), monarch butterfly, Sierra Nevada Yellow-legged frog (SNYLF), and western bumble bee (WBB).

California Red-Legged Frog

The CRLF is a federally threatened species found across a range of habitats from coastal dunes to mountain meadows. They utilize ephemeral and perennial ponds and creeks as well as the adjacent uplands. Potentially suitable aquatic and adjacent upland habitat identified within the ESL is of low quality and it is unlikely that CRLF exist within this habitat. The habitat has few basking areas because of the canopy cover density. No individuals were detected during surveys and no known occurrences are recorded in the CNDDB. The project is not likely to adversely affect CRLF.

Foothill Yellow-Legged Frog

The FYLF is a small to medium sized state threatened frog associated with foothill and mountain rivers and streams from sea level up to 5,000 feet AMSL and has been historically found throughout California. FYLF are highly aquatic and are restricted to stream environments. Habitat suitability and use varies by life stage, sex, and geographic location. Suitable habitat is generally characterized by partially shaded, shallow, perennial streams and rivers with low gradient and rocky substrate, although post-metamorphic frogs may use intermittent and ephemeral drainages. They are rarely found in areas where canopy cover is heavy due to lack of basking sites.

Potentially marginal suitable habitat exists at Wooley Creek, which is located at Location 1 of the ESL, however this area has dense canopy cover and heavy Himalayan blackberry thickets, therefore, FYLF use is unlikely. This project is not likely to adversely affect FYLF.

Monarch Butterfly

There is potential for the Monarch Butterfly to be present within the ESL. Monarch Butterflies are listed as a candidate species by the United States Fish and Wildlife Service. Monarchs require the milkweed plant for reproduction and foraging. No monarchs or milkweed plants were noted during the 2022 field season. Targeted surveys for milkweed are planned for the 2023 botanical season. Although there is potential for the monarch butterfly to be present within the ESL, it is unlikely due to the lack of milkweed which is the host plant for this species. Therefore, this project is not likely to adversely affect monarch butterflies.

Sierra Nevada Yellow-Legged Frog

The SNYLF are a federally endangered species of frog that inhabit sunny river margins, meadow streams, isolated pools, and lake borders in the Sierra Nevada. Sierran frogs are most abundant at high elevation lakes and slow-moving portions of streams. The SNYLF only have the potential to occur at Location 3 within the ESL since they are rarely found below 4,500 feet AMSL. Therefore, this project is not likely to adversely affect the SNYLF. Putt Lake is the only potentially suitable habitat for SNYLF within the ESL and work along Putt Lake would include a 1.5:1 cut slope and repair of two culverts, one of which would be extended. The amount of lake border within the proposed work area is .084 acres, therefore, preconstruction surveys for SNYLF will be conducted and avoidance efforts will be carried out.

Avoidance and Minimization Efforts for All Threatened and Endangered Species with the Potential to Occur Within the Project Area

Implementation of the following avoidance and minimization efforts will ensure that the proposed project minimizes effects on endangered and threatened species that have the potential to occur within the project area.

Measure 1: Pre-construction surveys by a qualified biologist prior to entering or working at the project site to determine the presence/absence of threatened or endangered species.

Measure 2: Install Temporary High Visibility Fencing (THVF), Temporary High Visibility Silt Fencing (THVSF) to protect sensitive habitat.

Measure 3: Limit construction staging to the minimum required to complete project.

Measure 4: A qualified biologist must be present during in-water work and will record all observations and detections of other sensitive species during surveys.

Avoidance and Minimization Efforts for SNYLF

Implementation of the following avoidance and minimization efforts will ensure that the proposed project minimizes effects on the SNYLF that have the potential to occur within the project area**.**

Measure 1: Install Temporary High Visibility Fencing (THVF), Temporary High Visibility Silt Fencing (THVSF) around Putt Lake to prevent any SNYLF from entering the project site.

Measure 2: A qualified biologist will be present during work in potential SNYLF habitat and will record all observations and detections of other sensitive species during surveys.

Measure 3: Worker awareness training will be performed to educate personnel, explaining protective measures, species identification, life history, habitat requirements during all life stages, and species' protective status. It will also include instructions that if any worker encounters a SNYLF within or near the worksite, work shall halt, and the biological representative will be informed.

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

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

Less than significant.

Natural Communities

Valley oak forest and woodland alliance is ranked as an S3 sensitive natural community by CDFW and is found immediately adjacent to the California black oak forest and woodland alliance at Location 1 of the ESL. It occurs in a low-lying area between two hillslopes on the south side of I-80 and extends north towards the Heather Glen exit and is dominated by a moderately thick Valley Oak canopy and very dense Himalayan Blackberry shrubs. The

proposed project activities would permanently impact approximately 3.30 acres of valley oak forest and woodland.

Avoidance and Minimization for Sensitive Natural Communities

The following efforts will be utilized to minimize and avoid impacts to sensitive natural communities within the project area:

Measure 1: Install Temporary High Visibility Fencing (THVF), Temporary High Visibility Silt Fencing (THVSF) to prevent accidental impacts.

Measure 2: Limit construction footprint to the minimum area possible to construct the project.

Measure 3: Limit construction staging to pre-existing pullouts and previously disturbed areas.

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

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

Less than significant.

Wetlands and Other Waters

Of the total 1.090 acres (3,319.65 linear feet) of aquatic resources that were delineated in the ESL, the proposed project is anticipated to impact 0.915 acres of aquatic resources. These impacts include 0.022 acres permanent impacts and 0.674 acres of temporary impacts to wetlands as well as 0.149 acres (1542.4 linear feet) and 0.071 acres (601.5 linear feet) of permanent and temporary impacts to other waters of the US. See Table 5, below, for a list of all impacts to aquatic resources due to the proposed project.

Table 5. Summary of Impacts to Aquatic Resources

Aquatic Resources	Permanent Impacts (acres)	Permanent Impacts (Linear Feet)	Temporary Impacts (acres)	Temporary Impacts (Linear Feet)
Wetlands				
Fresh Emergent Wetlands	0.008	-	0.416	-
Seasonal Wetland	0.014	-	0.224	-
Vegetated Ditch	0.000	-	0.034	-
Total Wetlands	***0.022***	***-***	***0.674***	***-***
Other Waters				
Perennial Stream	0.138	1,368.8	0.058	416.8
Intermittent Stream	0.010	138.8	0.006	68.9
Ephemeral Stream	<0.001	7.9	0.007	115.8
Unvegetated Ditch	<0.001	26.9	0.000	0.0
Total Other Waters	*0.148*	*1,542.4*	*0.071*	*601.5*
Total Aquatic Resources	***0.170***	***1,542.4***	***0.745***	***601.5***

Avoidance and Minimization Efforts

The following efforts will be utilized to minimize and avoid impacts to aquatic resources within the project area:

Measure 1: Install Temporary High Visibility Fencing (THVF), Temporary High Visibility Silt Fencing (THVSF) around all riparian areas, wetlands, and waters of the U.S. that are not being impacted by the proposed project.

Measure 2: Limit construction footprint to the minimum area possible to construct the project

Measure 3: Limit construction staging to pre-existing pullouts and previously disturbed areas

Caltrans will also obtain a Section 401 water quality certification from the Central Valley Water Quality Control Board, a Section 404 water quality permit from the U.S. Army Corps of Engineers (USACE), and a 1602 LSAA from CDFW that may contain additional BMPs and water quality measures to ensure the protection of water quality.

All disturbed areas will be revegetated and restored to pre-construction conditions when feasible. A hydroseed mixture of native plants would be used for revegetation.

Although the project will have a less than significant impact, Caltrans will compensate for permanent project impacts on aquatic resources, in accordance with permitting requirements through Caltrans participation in the USACE's in-lieu fee program. However, final permit driven mitigation ratios will be determined by USACE's during the permitting process. The minimum ratio for aquatic resources will be 3:1 (3 acre of aquatic habitat credit for every 1 acre of impact) to ensure no net loss of aquatic habitat functions and values. However, final mitigation ratios will be determined by the USACE during the permitting process.

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

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

Less than significant.

Animal Species

The project is in a rural development area with wildlife habitat adjacent to the project area. Both essential connectivity and general landscape blocks are present southeast of the project area, however these connectivity areas and landscape blocks to not span both sides of the highway. That being said, roadkill data collected primarily by Caltrans maintenance personnel along California highways and housed in a North Region GIS applications database reveals a cluster of roadkill occurrences towards the eastern end of Location 1 that may indicate the presence of wildlife conflicts within the project area. The proposed project would include pavement and culvert rehabilitation, with the installation of a truck climbing lane, and would not contribute to barriers of connectivity for wildlife because barriers of connectivity are already present with the proposed project area. Wildlife connectivity would be improved with the proposed wildlife crossing included in the project scope, aimed at reducing current wildlife conflicts and increasing safety within this stretch of I-80. Therefore, the impact is less than significant.

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

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

The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance as none were identified within the project limits. Therefore, there is no impact.

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

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

The proposed project 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. Therefore, there is no impact.

2.4.9 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.5 Cultural Resources

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

2.5.1 Regulatory Setting

The term "cultural resources", as used in this document, refers to the built environment (e.g. structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including "archaeological resources," "historic resources," "historic districts," "historical landmarks," and "tribal cultural resources" as defined in PRC § 5020.1(j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources, PRC 5020 et seq.
- California Register of Historical Resources, PRC 5024 et seq. (codified 14 CCR § 4850 et seq.)
    - PRC 5024, Memorandum of Understanding: The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC 5024 process.
- California Environmental Quality Act, PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)

- Native American Historic Resource Protection Act, PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends California Environmental Quality Act and the Native American Historic Resource Protection Act
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment.
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act, CA Health and Safety Code 8010-8011

2.5.2 Environmental Setting

A Historic Property Survey Report (HPSR) (Caltrans 2022a) was completed for the Blue Canyon Pavement Rehabilitation Project on December 1, 2022. In addition to the HPSR, an Archeological Survey Report (ASR) was completed in October 2021, a Phase I Report (PI)/Extended Phase One Report (XPI) was completed in November 2021 (Pacific Legacy 2021), a Historical Resources Evaluation Report (HRER) was completed in December 2021, and an FOE and was completed in December of 2022 (Caltrans 2023e). Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our FOE document and final HPSR. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed

The Area of Potential Effect (APE) was established to encompass the existing and proposed right-of-way, and Temporary Construction Easements (TCEs). The survey area extends along the I-80 corridor for a total of 6.5 miles, although it varies in width throughout the project limits from approximately 24.38 meters (m) to 121.92 m (80.00 to 400.00 ft.) from centerline. As currently defined, Location 1 is 108.74 acres; Location 2 is 68.40 acres; and Location 3 is 90.36 acres, altogether totaling 267.50 acres to be surveyed. Permits to Enter (PTEs) were sent to property owners whose properties were within the APE on July 23, 2021, April 26, 2022, and May 9, 2022. If no response was received, a second request was sent to the property owners by certified mail. Follow up phone calls were made if there was still no response. PTEs were obtained for 23 of the 24 parcels partially included in the APE. The one parcel that was not accessible was still visually accessible due to access received for adjacent parcels, and therefore was determined to not be needed.

2.5.3 Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The APE encompasses five large properties that were assumed eligible for listing in the NRHP/CRHR for the purposes of this project only, pursuant to Stipulation VIII.C.4 of the Section 106 PA. These properties were assumed eligible because evaluation was not possible due to restricted access and/or their limited potential to be affected by the project's activities. The properties assumed eligible include portions of long, linear resources and large parcels with restricted access too big to be evaluated. These include the Boardman Canal; the Central Pacific Railroad Transcontinental Railroad (CPRR); the Boardman Canal Weimar Conveyance Structure; the Weimar Sanitorium/Weimar Institute; and the Stage Road from Illinois Town to Dutch Flat. The impacts to each of the five resources due to the proposed project are summarized below.

The scope of work for the proposed project will not diminish the Boardman Canal's character, given its functions in association with nineteenth-century hydraulic mining and Placer County water conveyance history. Areas of the Boardman Canal where the proposed construction activities will take place have been heavily modified through time, losing their historic integrity and association with the larger resource's period of significance (1867 to 1910).

The construction activities associated with the proposed project will not diminish the character of the CPRR, given the extent of this linear resource and its functions in the context of nineteenth-century transcontinental railroad transportation. The proposed work would not adversely affect the ability of the resource to convey its significance or change the character, use, or overall physical features of the larger resource

The construction activities associated with the proposed project would not diminish the character of the Boardman Canal Weimar conveyance structure, given the resource's function in its association with Placer County water conveyance history. The extension and reconstruction of the inlet and culvert associated with the Boardman Canal Weimar conveyance structure would not change the character, use, or overall physical features of the resource and would have no impact on its future uses or maintenance

The construction activities associated with the proposed project will not affect any of the buildings and structures of the former Weimar Sanitorium. All proposed work will take place

outside of the resource's boundaries and not on the resource's assumed character-defining features. The proposed work would not introduce new elements out of character with the use and purpose of the resource. It would not change the use, or overall physical features of the larger resource, and would have no impact on its future uses or maintenance.

Overall, construction activities associated with the proposed project would not have a significant effect on the character of the large resource "Stage Road from Illinois Town to Dutch Flat." The segment of this linear resource within the APE retains little integrity and has lost its association with early transportation infrastructures in Placer County for its period of significance (c.a. 1865). The proposed construction activities would not change the character, use, or overall physical features of the wider resource, or have an impact on its future uses or maintenance.

Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our FOE. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed. Therefore, the impact is less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The North Central Information Center (NCIC) reported that 20 prior studies have included portions of the APE/Environmental Study Limits (ESL). These previous studies include a large-scale cultural resources inventory by Jones and Stokes Associates, Inc. (1999) that identified resources within the APE/ESL and 0.25-mile radius. The NCIC also reported 14 previously recorded cultural resources within the APE/ESL and 49 additional resources in the surrounding 0.25-mile radius. An analysis of the GIS data files from the NCIC indicates that only nine previously recorded resources are present within or adjacent to the APE/ESL as currently defined. Eight of these nine resources are built environment without potential for archaeological deposits.

Archaeological fieldwork in the APE/ESL was conducted August 20, 2021. This fieldwork involved survey and site documentation. After this initial phase was completed, new PTEs were received granting access to additional properties. A follow up survey and site recording effort was conducted on these properties on September 9, 2021. The encountered resources included discrete archaeological sites and linear features such as ditches, trails, and roads, as was expected from the records search of the study area. After determining which sites were considered archeological sites and which sites were determined to be historic built environment sites, six archeological resources were found to require formal recording as archeological resources and therefore six archeological sites were recorded within the

APE/ESL for the proposed project. These represent one previously recorded site that was relocated in the APE/ESL and five newly discovered sites. These sites were evaluated for inclusion on the NRHP/CRHR and were found not eligible. Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our HPSR. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed. Therefore, there is no impact.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The California Department of Parks and Recreation primary record determined that human remains were absent from all five of the archeological sites assessed, therefore, there is no impact.

2.5.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.6 Energy

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

2.6.1 Regulatory Setting

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

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

2.6.2 Environmental Setting

An Energy Analysis Memo was completed January 5, 2023 (Caltrans 2023a), which included a review of project scope, timeline, and proposed bill of materials to inform operational and construction energy consumption data. Energy in a resource context generally pertains to the use or conservation of fossil fuels, which are a finite resource. Transportation energy is generally described in terms of direct, comprised of mobile sources and construction activities and indirect energy, comprised of equipment required to operate and maintain the proposed project.

2.6.3 Discussion of CEQA Environmental Checklist Question 2.6—Energy

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

The proposed project would not increase vehicle capacity within the proposed project area. As shown in Table 6, the fuel consumption from the build alternative during the future years would be slightly higher than that from the no-build alternative due to changes in speed, however, the overall gasoline fuel consumption during the future years would decrease in comparison with that during the existing condition. To decrease the consumption from diesel fuels, the application of newer and more fuel-efficient truck vehicles would result in an overall lower potential for an increase in the energy consumption. The proposed project would not include maintenance activities that would result in long-term indirect energy consumption by equipment required to operate and maintain in the roadway.

Table 6. Long-Term Fuel Consumption

Analysis Year	Daily VMT	AADT		Fuel Consumption (gallons/day)	
		Truck	Total	Diesel	Gasoline
Baseline Year, 2019 (Location 1)					
	50,715	3,418	22,050	792.135	1,714.440
Opening Year, 2026 (Location 1)					
No-Build Alternative	59,925	3,836	24,750	801.821	1,529.273
Build Alternatives	59,925	3,836	24,750	808.245	1,536.551
Design Year, 2046 (Location 1)					
No-Build Alternative	74,865	5,045	32,550	873.934	1,558.859
Build Alternatives	74,865	5,045	32,550	884.577	1,565.252
Baseline Year, 2019 (Location 2)					
	27,630	2,917	15,350	523.426	902.492
Opening Year, 2026 (Location 2)					
No-Build Alternative	29,340	3,097	16,300	498.944	762.005
Build Alternatives	29,340	3,097	16,300	508.041	775.016
Design Year, 2046 (Location 2)					
No-Build Alternative	36,360	3,434	20,200	459.665	774.590
Build Alternatives	36,360	3,838	20,200	508.408	735.947
Baseline Year, 2019 (Location 3)					
	24,905	2,784	14,650	477.521	827.277
Opening Year, 2026 (Location 3)					
No-Build Alternative	25,755	2,879	15,150	442.321	677.810
Build Alternatives	25,755	2,879	15,150	443.955	678.279
Design year, 2046 (Location 3)					
No-Build Alternative	28,305	3,164	16,650	395.215	567.421
Build Alternatives	28,305	3,164	16,650	401.819	576.023

During construction, the proposed project would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. As noted in Table 6, energy use associated with proposed project construction is estimated to result in the total short-term consumption of 246,572 gallons from diesel-

powered equipment, 75,817 gallons from gasoline-powered equipment, and 7,638.471 kWh from electric-powered equipment, however, demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, the project would utilize recycled and energy-efficient building materials, energy-efficient tools and construction equipment, and renewable energy sources in construction and operation of the project when practical. Therefore, the impact is less than significant.

Table 7. Annual Construction Fuel Consumption

Construction Year	Fuel Consumption (gallons)		Electricity (kWh)
	Diesel Equipment	Gasoline Equipment	Electric Equipment
2024	144,726	28,845	1885.324
2025	101,377	45,651	5689.266
2026	468	321	63.881
Total	**108,368**	**33,481**	**3,365.541**

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

While energy consumption will occur because of the proposed project, The Placer County Sustainability Plan identifies goals and policies that promote cleaner energy and fuel use. Goals of the sustainability plan to incorporate advanced energy-efficiency designs, renewable energy systems, and energy storage in new construction projects and to upgrade streetlights and traffic signals to advanced energy efficient bulbs align with the proposed project. The project will implement Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) when practical. The ARFVTP includes electric vehicle charging infrastructure, hydrogen refueling infrastructure, natural gas vehicles, and lower carbon transportation fuel. Furthermore, the proposed project would include upgrades to lighting within the project area which, as required per Caltrans standards, will be LED light fixtures, and are more energy efficient than standard light fixtures. Therefore, the impact is less than significant.

2.6.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7 Geology and Soils

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?			✓	
Would the project: c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	

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

2.7.1 Regulatory Setting—Geology and Soils

The primary laws governing geology and soils include:

- Historic Sites Act of 1935, 16 U.S.C. 461 et seq.
- CEQA, California Public Resources Code (PRC) 21000

2.7.2 Environmental Setting—Geology and Soils

Within the project area, I-80 is a dual carriage way separated by an approximately 160 feet wide median that is vegetated by pine trees. The proposed project would widen the existing structure on the median side to provide an additional lane for eastbound traffic on I-80. A collection of cut and fills would be required to widen the roadway. The fills correspond to the lower area, on the eastbound shoulder areas and the cuts are generally located at the proposed retaining walls. Based on the proposal by Structure Design, the widening portion is proposed to match the existing bridge structure, including new embankment fills at each abutment. The proposed project is in the central part of the Sierra Nevada geomorphic province of California. The site is mapped as Miocene-Pliocene rocks (MPv), comprising of basalts, andesite, andesite flows, andesite pyroclastic rocks, and dacite tuff breccias. The Blue Canyon Bridge site is specifically underlain by andesite pyroclastic rocks designated as MPvap, overlain by residual soil. The Weimar OC and earth retaining systems (ERS) sites are also located in the central part of the Sierra Nevada geomorphic province of California and these sites are under laid by metasedimentary rocks.

2.7.3 Discussion of CEQA Environmental Checklist Questions 2.7 (a-e)—Geology and Soils

a) Would the project 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.

Several well-located, pre-quaternary faults run through the project area, however, the potential for surface fault rupture within the project limits is absent as there are no known faults of Holocene or younger age that fall within 1,000 feet of the project site, and the project site does not fall within an Alquist-Priolo fault zone. Therefore, there is no impact.

ii) Strong seismic ground shaking?

The bridge sites may be subjected to strong ground motions from nearby earthquake sources during their design lives. Based on the subsurface information gathered from the previous borings and Standard Penetration Test correlations for determining shear wave velocity, the weighted average shear wave velocity (V S30) for the upper 100 feet of soil is estimated to be 1060 ft/sec. Per the current Caltrans Seismic Design Criteria (SDC 2.0), "Soil Profile Classification", the site should be considered "Class S2 Soil". The Design Response Spectrum as defined in the Appendix B of the SDC (Version 2.0), was determined using the Caltrans ARS Online (V3.0.2) webtool. The Design Response Spectrum is the probabilistic response spectrum (return-period = 975 years) developed based on the 2014 United States Geological Survey (USGS) National Seismic Hazard Map. As such, adjustments for near-fault and basin effects would be implemented when applicable and recommendations for foundation types are suggested for structure support, based on the findings of the geotechnical investigation. Therefore, the impact is less than significant.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction analysis was performed utilizing the subsurface information gathered from the As-Built Log of Test Borings (LOTBs) of the August 2001 site investigation and Liquefy Pro, a software program that evaluates liquefaction potential and calculates settlement of a soil deposit due to a seismic event. Based on the liquefaction evaluation performed utilizing the subsurface information gathered from the As-Built LOTBs, the liquefaction potential does not exist at the project site. Therefore, there is no impact.

iv) Landslides?

The project area is composed of relatively flat terrain. The only significant slopes are the slopes at the approach embankments of the Weimar OC abutments. The embankments beneath the proposed abutments will be manmade with permanent slope inclinations of 4:1. Therefore, shallow, and deep-seated failures under both static and seismic conditions are not anticipated. According to the U.S. Geological Survey Landslide Inventory Map, there are no known areas susceptible to landslides within the project area. During construction, temporary sediment control and soil stabilization devices would be installed to reduce the potential for slope instability. Furthermore, soil within the area is primarily comprised of loam variations, which provide adequate soil drainage, and therefore prevent large accumulations of water within the soil needed to reduce the integrity of the soil matrix. Therefore, there is no potential for landslides to occur from the proposed project and thus, there is no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Project-related changes to all three project locations include increasing the width of the EB side of the highway by an additional lane and associated slope cutting and vegetation clearing. The proposed project includes areas of steep cuts along the east side of I-80 that will require the construction of retaining walls to reduce slope length and steepness. Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas per the Erosion Control Plan. In accordance with the Caltrans Highway Design Manual, slopes would be designed as flat as is reasonable with slope rounding, land forming/geomorphic grading, contouring, or stepping to minimize erosion and to promote plant growth. It also requires the removal or excavation of stockpile, and the application of topsoil and/or duff on the final slope to improve soil health for plant growth. Soil cut slope excavation would be carefully controlled during the wet season and slopes that are susceptible to erosion would be immediately protected when exposed. There would not be a substantial amount of erosion or loss of topsoil, therefore the impact is less than significant.

c) Would the project 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?

The potential liquefaction evaluation shows that there is no liquefaction potential, thus, lateral spreading potential does not exist at the project site. Changes to existing cut and fill slopes are caused by changes to the roadway profile and widening of the roadway. New cut and fill slopes will be 2:1 and 4:1 or flatter. New slopes and Disturbed Soil Areas (DSA) will be stabilized and vegetated in accordance with plans approved by the District Landscape

Architect. The stabilization process would also integrate features that would increase the site perviousness to the degree practicable. Therefore, the impact is less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

According to the USDA Web Soil Survey, soils within the project area have a low to moderate potential for shrink-swell and contain a moderately expansive subgrade with a Plasticity Index value greater than 12, which requires the project to have special engineering or construction considerations to accommodate the proposed project, per Caltrans design standards. The Caltrans Highway Design Manual identifies engineering alternatives that can be used to address expansive soils based on soil composition, fragment size, and water retention capabilities. These alternative project features would be utilized to reduce the swelling potential of the soil within the project area, thus improving the workability of the soil. Due to these requirements, the impact from constructing on expansive soils is less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project does not include the construction of septic tanks or alternative wastewater disposal systems. The project area is rural and predominantly undisturbed land. No wastewater treatment systems or septic systems are known to exist within the project area that would be discovered during construction. Therefore, there is no impact.

2.7.4 Mitigation Measures—Geology and Soils

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7.5 Regulatory Setting—Paleontological Resources

Several sections of the California Public Resources Code protect paleontological resources, including Sections 5097.5 and 30244.

2.7.6 Discussion of CEQA Environmental Checklist Question 2.9 (f)—Paleontological Resources

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

According to the Caltrans Cultural Resource Database (CCRD), the project area's geoformation is uniform, and no fossils have previously been discovered within the area. The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; therefore, there is no impact.

2.7.7 Mitigation Measures—Paleontological Resources

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.8 Greenhouse Gas Emissions

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

2.8.1 Climate Change

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

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH^4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions.

Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

2.8.2 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor

vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. This rulemaking revised lower emissions standards that had been previously established for model years 2021 through 2026 in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part Two in June 2020. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050 (U.S. EPA 2021a).

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the CARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent," or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs CARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

2.8.3 Environmental Setting

The proposed project is in a rural area, with a primarily residential agricultural and tourism economy. The terrain is comprised of steep slopes that rise from the Bear River and North Fork American River that then give way to precipitous canyon sides of rolling hills, contributing to steep uphill climbs with abrupt downhill grades that create issues for traffic operations on this stretch of the interstate. I-80 is the primary east-west route in California, serving interregional and interstate travel and is the main route between the Tahoe Region and Sacramento. The nearest alternate route is SR-49, five miles to the west. Traffic volumes are high with traffic counts of 42,700 vehicles per day and 5,200 vehicles per hour at some

areas within the project limits, and commercial truck traffic accounting for 16% to 19% of the total vehicles per day. Railroad tracks running parallel to I-80 right of way carry several passenger and freight trains each day. The Sacramento County Area Council of Governments (SACOG) guides transportation development in the project area in coordination with the Placer County Transportation Planning Agency (PCTPA). The Placer County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

GHG Inventories

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

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. The 1990 2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO_2, 10 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. CO_2 emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on Figure 3, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021b, 2021c).

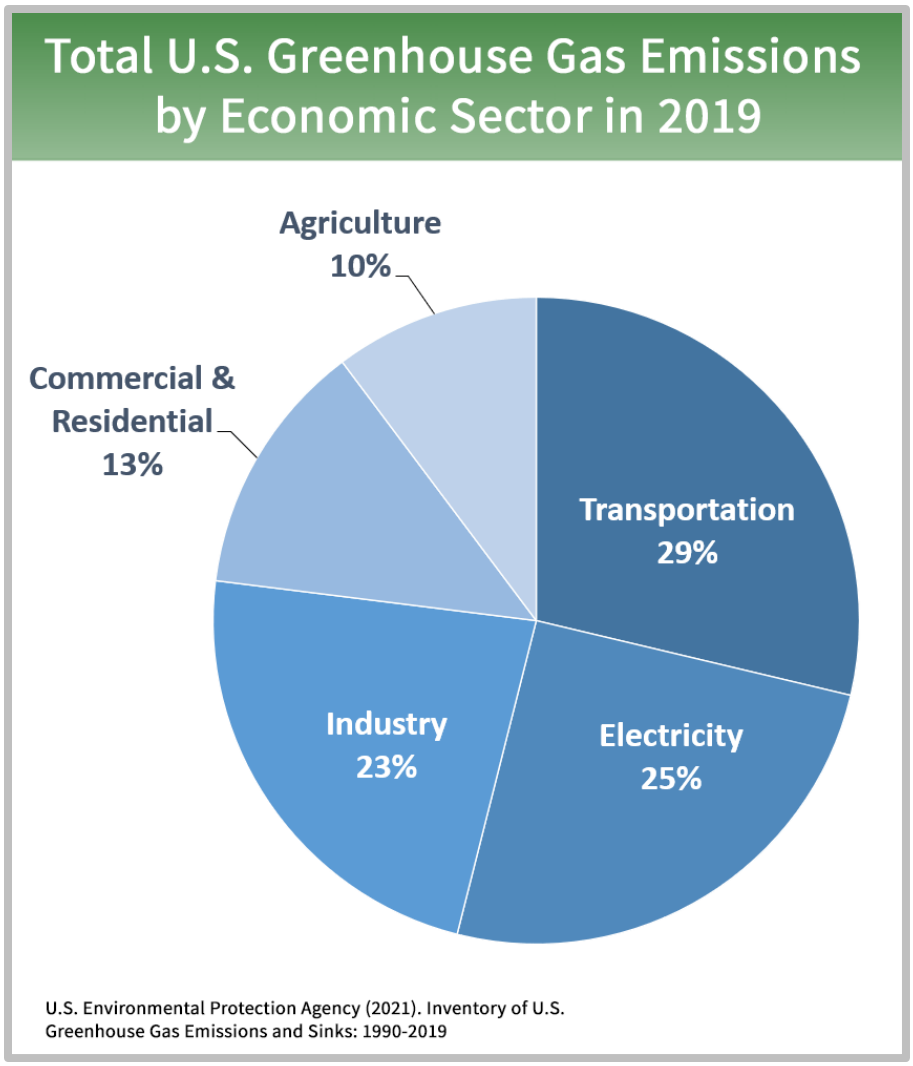

Figure 3. U.S. 2019 Greenhouse Gas Emission (Source: U.S. EPA 2021d)

State GHG Inventory

CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 $MMTCO_2e$ in 2019, a reduction of 7.2 $MMTCO_2e$ since 2018 and almost 13 $MMTCO_2e$ below the statewide 2020 limit of 431 $MMTCO_2e$. The transportation sector (including intrastate aviation and off-road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 $MMTCO_2e$ decrease from 2018 (Figure 4). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 4) (ARB 2021a).

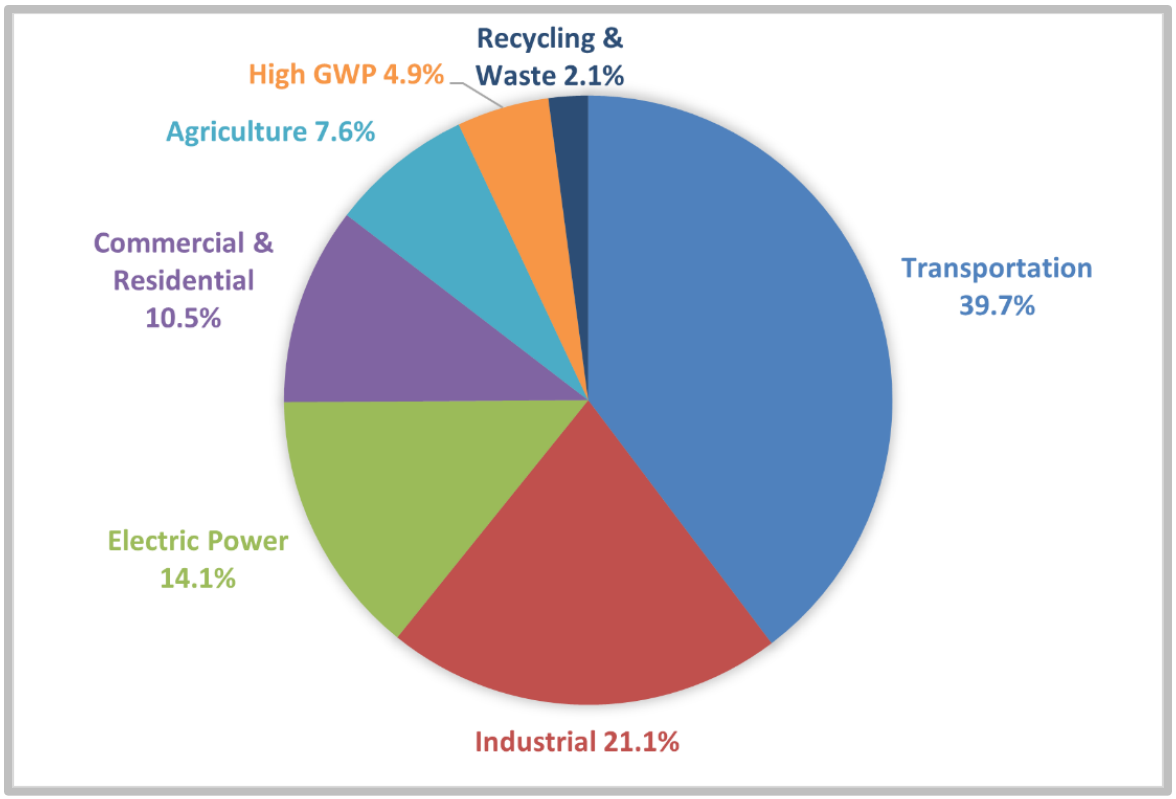

Figure 4. California 2019 Greenhouse Gas Emissions by Economic Sector (Source: CARB 2021a)

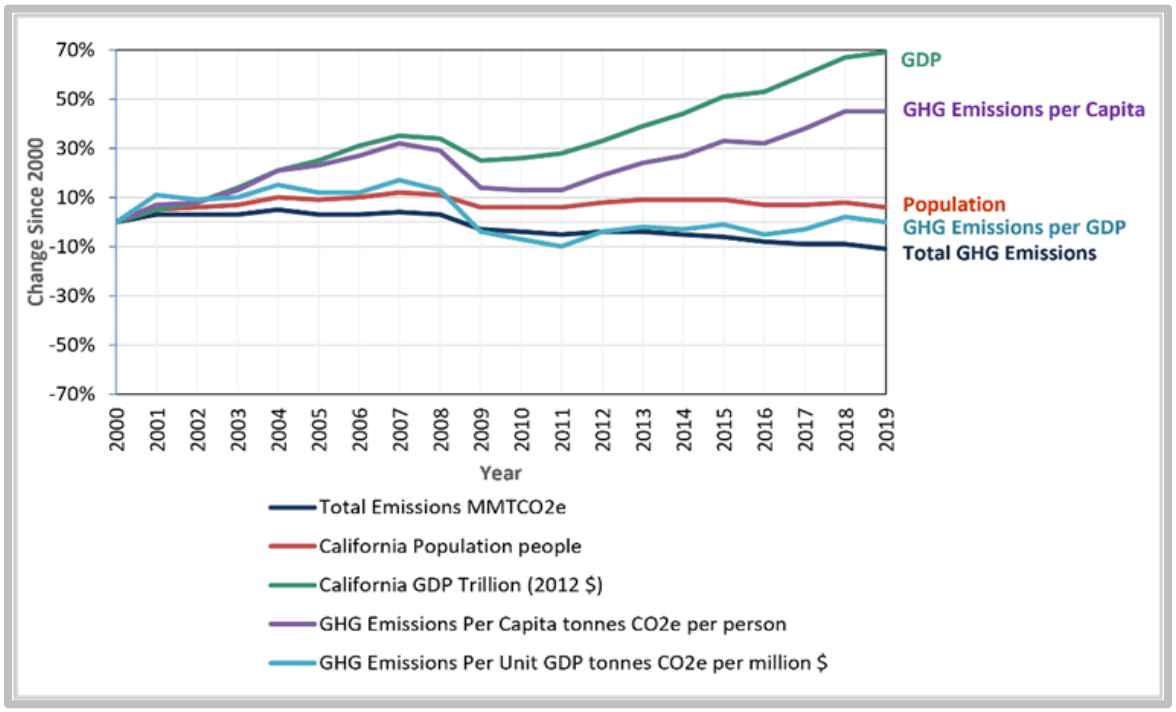

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000 (Source: CARB 2021a)

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The CARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

CARB sets regional GHG reduction targets for California's 18 MPOs to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the SACOG MTP/SCS. The regional reduction target for SACOG is 19 percent by 2035 (ARB 2021b).

Table 8. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Sacramento Area Council of Governments (SACOG) *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado Counties* (adopted November 2019)	• Transit oriented development • Complete streets • Innovative transportation demand management (TDM) programs • Build and maintain a safe, resilient, and • Multimodal transportation system • Implement pilot projects aimed at micro transit and micro mobility
Placer County Transportation Planning Agency (PCTPA) (adopted December 2021)	• Provide for convenient access on all modes of travel to tourist and recreational destinations within Placer County • Incorporate ITS strategies in roadway improvements to reduce traffic congestion • Support projects that reduce congestion of the freight transportation system • Promote active and alternative forms of transportation • Advance the use of TDM
Placer County Sustainability Plan (PCSP) (Adopted January 2020)	• Support the installation of alternative fueling stations • Implement and support active transportation • Partner with incorporated communities and regional agencies to develop bikeways and trails between communities • Support and implement trip reduction programs

2.8.4 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

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

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

Operational Emissions

The purpose of the proposed project is to preserve and extend the useful life of the existing roadway surface, improve safety, reliability, and freight mobility, and it will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of general-purpose lanes, there is a low to no potential for an increase in GHG emissions. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase. Their frequency and occurrence can be

reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction emissions were estimated using the latest Caltrans' Model, CAL-CET2021. The emissions are based on the best information available at the time of calculations. Construction related emissions generated by construction phase for the proposed project are presented in Table 9.

Table 9. Construction Emissions for Roadways

Phases/Emissions	PM_{10} (tons)	$PM_{2.5}$ (tons)	CO (tons)	NO_x (tons)	ROG_s (tons)	CO_2 (tons)
Land Clearing/Grubbing	0.439	0.073	0.419	0.225	0.460	115
Roadway Excavation/Removal	0.725	0.354	3.849	4.083	0.617	901
Structural Excavation/Removal	0.419	0.054	0.119	0.209	0.038	60
Base/Subbase/Imported Borrow	0.717	0.346	3.962	3.885	0.581	831
Structure Concrete	0.072	0.071	0.714	1.142	0.225	262
Paving	0.166	0.163	0.960	2.202	0.309	305
Drainage/Environment/Landscape	0.127	0.124	0.744	1.570	0.252	162
Traffic Signalization/Signage/ Striping/Painting	0.091	0.089	1.021	1.527	.202	620
Project Total (tons)	**2.756**	**1.273**	**11.788**	**15.079**	**2.298**	**3,529**

Caltrans standard specifications include the requirement to minimize or eliminate dust through application of water or dust palliatives. Control measures will be implemented as specified in Caltrans 2018 Standard Specifications Section 10-5 "Dust Control", Section 14-9 "Air Quality" and Section 18 "Dust Palliatives." All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Certain common regulations,

such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

2.8.5 CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

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

2.8.6 Greenhouse Gas Reduction Strategies

Statewide Efforts

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

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

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

state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

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

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released Natural and Working Lands Climate Smart Strategy Draft for public comment in October 2021.

Caltrans Activities

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

Climate Action Plan for Transportation Investments

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

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella

document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiates

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

- To the extent feasible, construction activities will be scheduled and affected travelers routed to reduce congestion and idling vehicles along local roads during peak travel times.

- To the extent feasible, design features and/or additional methods will adjust the posted speed limit to the optimum speed for less GHG emissions.
- The project will use rubberized asphalt which is recycled from rubber and rubber tires and project will recycle old overhead signs, structures, light poles, and old CMS sign structures and panels
- Temporary access roads, construction easements, and staging areas that were previously vegetated will be restored to a natural contour and revegetated with regionally appropriate native vegetation.

2.8.7 Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

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

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways."

The *U.S. DOT Policy Statement on Climate Adaptation* in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure

that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

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

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

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

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as Safeguarding California: Reducing Climate Risk (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy, Wildfire and Forest Resilience Action Plan, Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2021).

EO B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

Project Adaptation Efforts

Sea Level Rise

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

Precipitation and Flooding

The project area is characterized by steep, narrow drainages that are nestled amongst hilly terrain and dense vegetation with typical features in this corridor including curbs and gutters, cross culverts, stabilized shoulder backing, vegetated roadside ditches, vegetated gore areas, median slotted drains, and drainage inlets (DIs). No flood plain impacts are expected under the proposed project because all the work falls outside a designated floodplain and all portions of the proposed project are in Federal Emergency Management Agency (FEMA) Zone X floodplains, denoting “Area of Minimal Flood Hazard.” Location 3 does involve widening adjacent to Putt Lake, which is designated as a FEMA Zone A, denoting “Area subject to inundation by the 1-percent-annual-chance flood event,” however, lane widening would occur on the inside shoulder, therefore, there would be no impacts to the floodplain. Other than Putt Lake, no large water bodies are located within the project area, with the nearest, large water body being Bear River, which runs parallel to and approximately 1.5 miles east of I-80 for the entire length of the project. Several tributaries and small confluences flow throughout the project area but do not pose a threat to flooding.

The Caltrans Climate Change Vulnerability Assessment for District 3 assessed the potential climate impacts to the district's portion of the State Highway System (SHS) and created a database comprised of climate stressors and their relative geospatial data to gauge the vulnerability of the SHS and other Caltrans assets to these stressors. To determine impacts to the SHS due to precipitation and flooding, the 100-year storm was assessed to help explain how 100-year storm rainfall is predicted to change. For the proposed project area, the 100-year storm rainfall event is projected to increase by as much as ten to eleven percent through 2055 and 2085 respectively. Utilization of 100-year storm data is beneficial for designing infrastructure that can accommodate heavier storm events as it is often applied in designing transportation facilities and is a design consideration in the 2020 Caltrans Highway Design Manual.

For the proposed project, drainage systems would be rehabilitated, and culverts would be extended to accommodate the portion of the highway that would be widened. The extension of culverts would help reduce increased surface pooling that may occur due to the larger amount of impervious surface area that would result from the widening of I-80 for the construction of a truck climbing lane. More than half of the culvert improvements would include the addition of a flared end section (FES), which is utilized to retain the embankments adjacent to the culverts and will protect the culvert from failure. These are the preferred end treatment type due to their increased ability to convey water safely and efficiently in and out of its associated drainage conveyance feature (Caltrans 2021a). The project also proposes to add Rock slope protection (RSP) at many of the drainage modification locations to reduce erosion during severe rainfall events and cut slopes created for the purpose of the project would be revegetated with appropriate native species in accordance with the project's erosion control plan. The Caltrans Highway design manual requires that slopes be designed as flat as is reasonable to minimize erosion and to promote plant growth, therefore, cut slopes for the proposed project will be either 4:1 or 2:1, which is ideal for reducing water velocity and erosive power.

Wildfire

Based on integrated wildfire projection summaries derived from the MC2 - EPA Climate Impacts Risk Assessment USFS model, the MC2 - Applied Climate Science Lab at the University of Idaho model, and the University of California Merced model, all three locations of the proposed project would be located on a portion of roadway that is exposed to the occurrence of wildfires that may result from conditions caused by the effects of climate change. The classification for the percent of area burned within the project area is expected to

be 50–100% at some portions and greater than 100% at others, for the projected wildfires that may occur through the year 2085 within the project area. (Caltrans 2021a).

Caltrans Standard Specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction (Caltrans 2018). The project is therefore expected to be resilient to the risk of wildfire. Most of the drainage features that would be modified are currently rated in fair to poor condition, with one of the culverts being listed on the 2020 Caltrans Adaptation Priority Report as vulnerable to climate change stressors. Therefore, modifying these drainage features would restore drainage to adequate conditions needed to reduce the risk of flooding, slope instability, and landslides if future wildfires were to leave slopes exposed. Furthermore, most of the drainage modifications would be comprised of corrugated steel pipe (CSP), which would prevent damage in case of a wildfires, as they would be less vulnerable to destruction from wildfires due to greater resistance of high temperatures.

Temperature

The Caltrans Climate Change Vulnerability Assessment for District 3 uses climate data provided by the Scripps Institution of Oceanography to project average maximum temperature increases over the course of seven consecutive days throughout District 3. The project area reflects an average weekly temperature increase of approximately ten to eleven degrees through the year 2085. Average minimum temperature increase was also projected with minimum temperature increasing four to five degrees through 2055 and seven to eight degrees through 2085.

Design aspects for this project that were chosen due to temperature considerations are as follows: pavement binder (PG 64-16) selection based on climate region which ensures performance grading designed to withstand specific temperature ranges within the project location; RHMA pavement utilized to resist thermal stresses created by wide temperature fluctuations, however this can only be used at elevations below 3,000 feet; and JPCP for the higher elevations, which is dowelled at the joints to account for blowups from high temperatures. Additionally, thick asphalt layers comprised of varying layers provide greater flexibility because they can be easily modified over time to accommodate climate change impacts without affecting the underlying structure (U.S. DOT 2015).

2.9 Hazards and Hazardous Materials

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

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

2.9.1 Regulatory Setting

The primary laws governing hazardous materials include:

- California Health and Safety Code, Chapter 6.5
- Porter-Cologne Water Quality Control Act, § 13000 et seq.
- CFR Titles 22, 23, and 27

2.9.2 Environmental Setting

An Initial Site Assessment (ISA) (2021b) was completed for the proposed project on March 26, 2019, and was subsequently reevaluated on June 22, 2021, which included a review of the project plans, cross sections, scope of work, and a review of the GeoTracker database that contains records for hazardous waste sites throughout the United States. The ISA determined that a Preliminary Site Investigation (PSI) would be required prior to the commencement of construction due to the extent of soil disturbance and proposed structure work that would occur. The PSI will inform the extent of hazardous materials within the project area and what actions are needed to reduce these hazards.

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

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

There is a potential for the project area to contain Aerially Deposited Lead (ADL), which is often present in the soil within areas along highways with historically high vehicle emissions due to large traffic volumes, congestion, or stop and go situations. Due to the large quantity of soil disturbance for the proposed project, an ADL site investigation is required to

determine the lateral and vertical extent of ADL that exists within the soil of the project area and if so, what actions are needed during construction to lessen the risk of hazardous materials exposure during use, disposal, and transport of these soils.

There is also the potential for the project area to contain lead containing paint (LCP) and asbestos containing building materials (ACM), which are often present on and within structures such as retaining walls or bridges because of lead's ability to withstand a wide variety in temperature and asbestos' tensile strength and heat-resistant properties. When structures, such as bridges, are repainted, repaired, modified, or demolished, an investigation for lead based paint, asbestos, and other hazardous materials is required. Due to the proposed work at Weimar OC and Blue Canyon UC, a PSI will be required to determine the extent of LCP and ACM present within the project area.

Caltrans standard specifications and special provisions require the management of hazardous materials to comply with applicable laws, rules, and regulations. Specifically, handling of hazardous materials would comply with Caltrans Standard Specification 14-11.16, Asbestos-Containing Construction Materials in Bridges, which outlines handling, storing, and disposal of asbestos construction materials and handling of materials containing lead would comply with the appropriate Caltrans Standard Specification for lead, depending on the PSI results. If hazardous materials are found to be present within the project area, an appropriate facility would be utilized for disposal of these materials generated during construction. Given this, the project would not create a significant hazard to the public or environment through routine transport, use, or disposal; and therefore, the impact is less than significant.

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

All the hazardous or potentially hazardous materials present within this project will be accounted for with Caltrans Standard Specifications or Standard Special Provisions and applicable laws. The PSI will help determine which actions, if any, need to occur during construction to protect the public and the environment from the release of hazardous materials. If ACM is found to be present within the project area, it would be treated in accordance with the Caltrans Standard Specifications and Caltrans Standard Special Provisions, which require the contractor be notified as to the presence of suspected ACM along with the NESHAP notification to the required air quality district. In accordance with Caltrans Standard Specifications, a Lead Compliance Plan (LCP) would be prepared and implemented to address appropriate lead removal related to LCP and ADL, including temporary storage, testing, and transportation to an appropriate disposal or recycling facility.

Project construction could potentially result in the accidental release of hazardous substances into the environment, such as spilling petroleum-based fuels used for construction equipment. However, construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws and implement BMPs to be used on-site to contain hazardous materials and avoid exposure to workers, the public, and the surrounding environment. Due to Caltrans' requirement of utilizing standard specifications and standard special provisions for all hazardous materials, the project would not create a significant hazard to the public or the environment from the release of hazardous materials and therefore, the impact is less than significant.

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

There are two schools within a quarter mile of the project area: the Live Oak Waldorf School, located north of I-80 on Crother Road and Weimar University, located north of I-80 on Paoli Lane, both of which are at Location 1 of the proposed project. However, the proposed project would not cause an increase in mobile source air toxics (MSAT), which are considered hazardous air pollutants and it would not cause an increase in criteria pollutants which have been established as hazardous to human health. Furthermore, Caltrans Standard Specifications and Standard Special Provisions would be implemented to prevent the spread and limit the impacts of hazardous waste to the environment and the public, which ensures that hazardous emissions and materials are contained within the project area if present. Given the implementation measures and the projected outcomes of the proposed project, impacts to schools from hazardous waste and/or their associated emissions are less than significant.

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

The project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as such, there is no impact from these sites. Therefore, there is no impact.

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

The Blue Canyon-Nyack Airport is located immediately south of I-80 where Location 3 commences. It contains only one runway and is closed during the winter due to heavy snow and weather conditions. The project would not produce excessive noise or pose a safety hazard for those working or residing in the area, therefore, there is no impact.

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

The Placer County 2021 Local Hazard Mitigation Plan Update addresses the planned response to emergency situations associated with natural disasters and emergencies in or affecting Placer County. The EOP is intended to facilitate multi-agency and multi-jurisdictional coordination in emergency operations and involves multiple governmental agencies and private organizations performing their roles collaboratively to work through natural disasters. Caltrans is part of the multi-agency emergency operations plan for Placer County. Additionally, Caltrans Traffic Management Plans require emergency services coordination both prior to and during emergencies which would allow Caltrans to ensure that no emergency response plans, or evacuation plans are being impaired; therefore, there is no impact.

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

A preliminary geotechnical design report (PGDR) was prepared for the proposed project to evaluate geological hazards, existing site conditions, seismicity, structural feasibility, and to provide preliminary geotechnical design recommendations for District Project Engineers to confirm the structural integrity of all structures proposed to be built or modified within the project area. The PGDR will be used to inform design decisions thus, preventing the project from exposing people or structures to significant risk of danger due to instability as a result of a natural disaster. Therefore, there is no impact.

2.9.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.10 Hydrology and Water Quality

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
(iv) impede or redirect flood flows?			✓	
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

2.10.1 Regulatory Setting

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

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

2.10.2 Environmental Setting

A Water Quality Assessment (WQA) (2022c) was completed on February 24, 2022, and a Storm Water Data Report (SWDR) was completed in November 2022; both reports were used to inform the analysis of effects to hydrology and water quality from the proposed project. The proposed project straddles four watersheds with the following waterways nearest to the project, some acting as feeders or tributaries that confluence with larger waterbodies: Boardman Canal, Bear River Canal, Bear River, Placer Creek, Coyote Creek, Drum Forebay, Brushy Creek, Sleepy Hollow Creek, Rollins Reservoir, American River (North Fork), Canyon Creek, and Lake Putt. Land within the project area is largely undeveloped with steep slopes rising from Bear River and North Fork American River. The steep canyon sides give way to network of rolling hills and small, narrow drainages. The elevation ranges from 2,000 feet at Location 1 to 5,300 feet at Location 3 with large variations in precipitation patterns due to the varied topography and elevation.

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

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

The proposed project would be required to follow the conditions of Caltrans' Statewide NPDES Permit, issued by the State Water Resources Control Board (Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003), on September 19, 2012. This statewide permit defines waste discharge requirements for storm water and non-storm water discharges from Caltrans' properties and facilities, and discharges associated with operation and maintenance of the State highway system. In addition, because land disturbance for the project is anticipated to reach or exceed one acre, the project would be regulated by the Statewide NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002 and adopted amendments) also referred to as the Construction General Permit (CGP). Both permits (Caltrans NPDES Permit and the CGP) require the adherence of water quality specifications, the implementation of Best Management Practices (to the maximum extent practicable) in order to reduce and/or eliminate pollutant discharges to waterways and for the protection of water resources (including groundwater), regular project site inspections to verify functionality of Best Management Practices (BMPs), and corrective measure to address BMP deficiencies. As a result, the impact in this category has been determined to be less than significant

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

No underground storage tanks were identified within the vicinity of the proposed project. Shallow groundwater is likely present at the lower elevation locations; however, as of 2001, the depth to groundwater within the project area is approximately 38 feet and the max depth of excavation for this project is 25–30 feet for the soldier pile walls and six feet for pavement/cut slope excavation. The intended use of the facility and potential pollutants that would be encountered in storm water runoff (during and after the project is constructed) is not anticipated to change from its current condition and excavation is anticipated to occur on a temporary and short-term basis; therefore, it is not anticipated that the project would negatively impact groundwater resources, regional sustainable groundwater management, or

groundwater supplies. As a result, it has been determined that the impact is less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site?

The watershed Erosion Estimate is 374.59 tons/acre, which is a high sediment Risk. The Receiving Water Risk is low since there are no discharges to water bodies with beneficial use within the project limits. The proposed project would require coverage under the GCP permit, due to the extent of soil disturbance, which requires the development and implementation of an effective Stormwater Pollution Prevention Plan (SWPPP). BMP measures and field implementation strategies would be outlined in the Contractor prepared and Caltrans approved SWPPP. BMPs that are typically implemented and common for projects having similar scopes of work and field operations include (but are not limited to) the following: concrete washouts and bins, DIs protection, plastic covering, straw wattles, silt fencing, temporary erosion control, wind erosion control, non-stormwater management BMPs, materials pollution control, stabilized construction vehicle ingress and egress points, vacuum trucks, and pavement sweepers. Sediment and erosion control measures are required to be implemented to prevent receiving water pollution because of construction activities and/or project operations. With the implementation of effective BMPs (those mentioned above), regular site inspections, and corrective measures (where applicable), it is not anticipated that substantial erosion or siltation will occur (on or offsite); therefore, the impact determination is less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Based on the increase in impervious surface area, the project may have some effect on downstream flow. However, increased flow velocity and volumes, if any, will be quantified and mitigation measures will be detailed in Department required programmatic documents during PS&E phase of the project. It is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. At this time, it is not anticipated that the project would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite. Therefore, the impact is anticipated to be less than significant.

(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?

This project would maintain the existing roadway drainage pattern. Existing culverts would be extended and/or replaced. Additional stormwater runoff is expected due to the additional impervious layers from new lanes and shoulders, therefore the project Drainage Report evaluated options to reduce runoff to pre-conditions. The project would preserve the existing vegetation on the slope and other related surroundings to the maximum extent practical. Drainage appurtenances, within the project limits, would be designed to accommodate the anticipated change in flow. In compliance with Caltrans' MS4 Permit, treatment BMPs would be incorporated into the project design, where applicable and feasible, to treat the new impervious area anticipated for the project. The implementation of BPMs meant to treat general pollutants will be evaluated and an analysis of site characteristics to optimize water quality volume/water quality flow and maximize site perviousness will be performed. With the implementation of storm water BMPs (temporary and permanent) to mitigate pollutants of concern (typically found in storm water) it is not anticipated that polluted runoff would be substantially increased due to project activities or the project in general. Therefore, the potential impact, for this category, has been determined to be less than significant.

(iv) impede or redirect flood flows?

Based on the increase in impervious surface area, it is anticipated that the project would have some effect on downstream flow. Increased flow velocity and volumes, if any, will be quantified and mitigated during PS&E phase of the project. The proposed project would rehabilitate existing culverts but would not include the installation of new drainage facilities. Modifications to drainage features include extending culverts, and constructing headwalls, flared end sections, and rock slope protection at some drainage locations. Placer County requires new development on hillsides to include erosion and sediment control measures including temporary vegetation sufficient to stabilize disturbed areas, which would be beneficial to flood flows. Repairing culverts, outlets, and inlets that are in fair or poor condition would improve the flow of water within the project area and would improve the flow of water during times of higher water volumes. Therefore, the project would not impede or redirect flood flows, and thus, the impact is less than significant.

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

The proposed project is not in an area at risk to flooding, tsunamis, or seiches nor would it increase the potential of pollutant release that would degrade water quality during inundation. Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants. Therefore, there is no impact.

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

Any temporary impacts to localized water quality and groundwater that may occur will be minimized and/or avoided with Best Management Practices and NPDES permit compliance practices. The implementation of water quality measures meant to promote storm water infiltration practices and low impact development is anticipated. Additionally, due to excavation occurring on a temporary and short-term basis during the construction period, groundwater resources should not be affected to any great extent or degree. Therefore, the impact in this category is anticipated to be less than significant.

2.10.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.11 Land Use and Planning

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The proposed project extends through the unincorporated communities of Applegate, Weimar, Secret Town, Gold Run, Blue Canyon, and Emigrant Gap and the surrounding landscape in between each location is mountainous and forested, causing each community to be rural and removed from much of the urban development in Placer County. Land use within the project area is designated as residential agricultural, with much of the land adjacent to the highway being designated as highway or commercial use. The proposed project is consistent with the goals of the Placer County General Plan which aim to reduce congestion and promote efficient inter-regional goods movement on I-80 and to accommodate through-truck traffic as to discourage the use of neighborhood roadways. Potential impacts to land use and planning are not anticipated because the proposed project would not change the alignment of I-80 and therefore would not physically divide any established communities. The proposed project would also not conflict with existing any land use plan, policy, or regulation.

2.12 Mineral Resources

Question:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the California Department of Conservation Mines Online web application. Potential impacts to mineral resources are not anticipated because there are no known mines located within the project area and while portions of the project area have been previously identified as having gold deposits, no mineral resource extraction would occur as a part of the proposed project and no mineral resources would be affected.

2.13 Noise

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

2.13.1 Regulatory Setting

The primary laws governing noise are CEQA and NEPA.

2.13.2 Environmental Setting

A Noise Study Report (NSR) (Caltrans 2022f) was prepared on November 30, 2022, to evaluate existing and future traffic noise levels within the vicinity of the proposed project and identifies whether preliminary noise reduction measures are necessary to comply with State and Federal noise reduction requirements. Noise abatement was considered where noise impacts were predicted at areas of frequent human use that would benefit from a lowered noise level. The study included noise measurements, calculation of future noise levels with the construction and operation of the project, and identification of measures to reduce construction noise.

2.13.3 Discussion of CEQA Environmental Checklist Question 2.13—Noise

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

The existing noise environment throughout the project area varies by location, depending on site characteristics, such as proximity of receptors to I-80, local roadways, or other significant sources of noise in the area, the relative base elevations of roadways and receptors, and the presence of any intervening structures or barriers. A field investigation was conducted from Monday, November 1, 2021, to Wednesday, November 3, 2021, to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Existing land uses in the project area were categorized by land use type and Activity Category, and the extent of frequent human use areas was documented. The geometry of the project, relative to nearby existing and planned land uses, was also identified. Noise measurements were made with Larson Davis Model LxT1 Integrating Sound Level Meters (SLMs) set at "slow" response.

Seventy-eight short-term location measurements and seven long-term location measurements were taken to allow for the identification of the loudest-hour noise levels at land uses in the project vicinity and to establish the peak traffic noise hour. A total of two hundred and seventy-nine receptor locations were evaluated for design year loudest-hour noise levels. Traffic noise impacts are considered to occur at receptor locations where predicted design-year noise levels are 12 dB or greater than existing noise levels, or where predicted design-year noise levels approach or exceed the Noise Abatement Criteria (NAC) for the applicable activity category. Caltrans has defined the meaning of approaching the NAC to be 1 dBA below the NAC. The use of 12 dB was established in California many years ago and is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. In general, a 3 dBA difference is generally the point at which the human ear will perceive a difference in noise level.

Under Build conditions, traffic noise levels are predicted to approach or exceed the NAC at sixty-eight Category B receptors and at four category C receptors. Under Build conditions, traffic noise levels are not predicted to approach or exceed the NAC at any Category E receptors. Loudest-hour noise levels at Category B land uses are calculated to range from 50 to 75 dBA Leq[h] under existing conditions, from 51 to 77 dBA Leq[h] under 2040 No Build conditions, and from 51 to 77 dBA Leq[h] under 2040 Build conditions. The loudest-hour

noise levels at Category C land uses are calculated to range from 57 to 70 dBA Leq[h] under existing conditions, from 59 to 72 dBA Leq[h] under 2040 No Build conditions, and from 59 to 72 dBA Leq[h] under 2040 Build conditions. The loudest-hour noise levels at Category E land uses are calculated to range from 61 to 76 dBA Leq[h] under existing, from 62 to 77 2040 dBA Leq[h] No Build conditions, and from 62 to 77 dBA Leq[h] under 2040 Build conditions.

Noise levels are predicted to approach or exceed the NAC at 72 receptors. Noise levels would increase by up to 2 dBA over existing conditions under 2040 No Build conditions. When compared to existing conditions, changes in noise levels under 2040 Build conditions would range from 0 to +3 dBA. The noise level increases that would result from the project are not considered substantial as they would not be at or above the Caltrans 12 dBA threshold. The NSR assessed the reasonableness and feasibility of reducing noise levels at receptors where design year noise levels approached or exceeded the NAC. Noise abatement in the form of barriers was evaluated at twenty-five locations within the project limits. Six of the twenty-five evaluated barriers were found to be acoustically feasible and achieved Caltrans noise reduction design goal (minimum 7 decibel (dB) reduction for at least one receptor). Noise barrier cost-effectiveness was assessed and documented in the Noise Abatement Decision Report (NADR), and determined that, of the six acoustically feasible barriers (Barrier 1, 4, 5, 6, 8, 19, and 25) only Barrier 8 was found to meet the reasonableness criteria. Results for the noise modeling with and without the barriers at each receptor location can be found in Appendix E.

Based on the studies completed to date, the department intends to incorporate Barrier 8 as noise abatement between north of W Paoli Lane overpass and south of W Weimar Cross Road I-80 eastbound onramp, represented by Receptors ST-13, ST-14, R28, R32-R35, R37-R41. Evaluated Barrier 8 was modeled along the I-80 eastbound travel lanes, extending approximately 2,000 feet. The average height of Barrier 8 is 14 feet. Calculations based on preliminary design data show that Barrier 8 will reduce noise levels by 5 to 9 dBA for 30 residences at a cost of $3,317,000. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed. The final decision on noise abatement will be made upon completion of the project design.

Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction activities would result in temporary increases to noise and vibration levels at adjacent sensitive receptors. Most construction phases would generate average noise levels that would exceed ambient

daytime noise levels at adjacent land uses by 15 to 20 dBA equivalent sound level over one hour (Leq[h]). Receptors shielded by noise barriers would be exposed to a similar increase in noise, albeit at lower overall noise levels because the shielding provided by the existing noise barriers would attenuate construction noise at a similar rate to traffic noise. Apart from possible nighttime construction involving heavy equipment, construction noise levels would not be expected to exceed the quantitative noise limits established by Caltrans. Measures to reduce construction noise and vibrations would be utilized to reduce the effects of noise during construction such as the requirement that all construction equipment conform to Caltrans Standard Specification 14-8.02, Noise Control. When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays, with no construction occurring on weekends or holidays. If work is necessary outside of these hours, Caltrans shall require the contractor to implement a construction noise monitoring program and provide additional noise controls where practical and feasible. Therefore, the impact to ambient noise levels in the vicinity of the project is less than significant.

b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Construction activities would include clearing and grubbing, excavation and embankment, piling, footing and column, stem soffit girder, deck, barrier, and roadway paving. Pile driving could be used as a method of construction for structure foundation. Vehicle traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Due to the short-term nature of construction, the primary concern is the potential for vibration to damage a structure. Demolition and construction activities required for construction often generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses.

Caltrans recommends a vibration limit of 0.5 in/sec peak particle velocity (PPV) for new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, and 0.25 in/sec PPV for historic and some old buildings. Heavy construction located within 22 feet of historic buildings and impact pile driving located within 100 feet would have the potential to exceed the 0.25 in/sec PPV threshold. Based on review of the Placer County's and City of Colfax Historic Resource Inventory, there are no historic structures located within 500 feet of the project limits. Heavy construction located within 18 feet of older residential structures or within 12 feet of new residential and modern commercial/industrial structures and impact pile driving within 85 feet of older residential

structures or within 55 feet of new residential and modern commercial/industrial structures would have the potential to exceed the 0.3 and 0.5 in/sec PPV thresholds, respectively. Construction vibration limits are not anticipated to be exceeded during periods of construction as construction would occur outside of these distances. Therefore, the impact of excessive ground borne vibration and or noise levels would be less than significant.

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

The Blue Canyon-Nyack Airport is located immediately south of I-80 where Location 3 commences. It contains only one runway and is closed during the winter due to heavy snow and weather conditions. The traffic noise modeling results for existing and design-year conditions with and without the proposed project found that there would be no noise increase within the vicinity of the airport. Furthermore, noise levels are below the NAC within and around the airport. The project would not expose people working or residing in the project area to excessive noise levels, and therefore, there is no impact.

2.13.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.14 Population and Housing

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

2.14.1 Regulatory Setting

The primary law governing population and housing is CEQA.

2.14.2 Environmental Setting

The estimated population within the corridor of I-80 that spans from Apple Gate to Nyack is approximately 30,000 and 45,000, with most people clustered in towns along I-80. The largest segment of the population is between the ages of 50 and 64, followed by the 65-and-older age group. Most people in the area work in the tourism/service industry or commute to nearby Auburn or to the greater Sacramento area. Tourism is popular in the area, and towns throughout the corridor receive a large influx of tourism during times of seasonal tourism for intermittent portions of the year (Placer County 2012).

2.14.3 Discussion of CEQA Environmental Checklist Question 2.14—Population and Housing

a) Would the project 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)?

As stated in the Air Quality Report, dated June 9, 2022, the proposed project would not lead to an increase in VMT, and therefore would not yield an increase in vehicle capacity, despite

the construction of a truck climbing lane aimed at alleviating traffic congestion on portions of I-80. The proposed project would not include the construction of housing or any other developments that would induce population growth within the area. Therefore, there is no impact.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There are no residential displacements impacted by this project. The only anticipated displacement is a commercial property operating as a restaurant business, APN 072-140-100, located at 20299 Paoli Lane, for which the owner and/or business tenant persons in possession of real property to be acquired would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970. Based on the active market sales and rental listings in the community, there will be sufficient commercial properties that are equal to or better than the displacement properties available for rent or purchase. Therefore, the impact would be less than significant.

2.14.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.15 Public Services

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to public resources are not anticipated because Caltrans requires major projects to have a traffic control plan which would require coordination with all local emergency services prior to construction to ensure access can be given during lane closures and restrictions. Upon completion of construction, access for emergency services will remain unchanged, or slightly improved, due to the reduced congestion from the construction of a truck climbing lane. The proposed project would not involve the construction or alteration of any government facilities, nor would it lead to an increase demand for public resources.

2.16 Recreation

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. While a portion of Location 3, located at Blue Canyon, is within the Tahoe National Forest, no trails, campgrounds, or other recreational areas are present within this portion of the Tahoe National Forest. Potential impacts to recreation are not anticipated for the proposed project because there are no public recreational facilities within or adjacent the project area, and the project would not include any new recreational development.

2.17 Transportation

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

2.17.1 Regulatory Setting

The primary laws and regulations governing transportation and traffic are CEQA, 23 CFR 652, 49 CFR 27, 29 USC 794, and the Americans with Disabilities Act (42 USC § 12101).

2.17.2 Environmental Setting

The proposed project would be constructed at three remote locations of I-80 in rural Placer County on the western slopes of the Sierra Nevada mountains, where the highway consists of four lanes in both directions, divided by a concrete median. Lane widths are 12 feet at each location and traffic at these segments experiences substantial delays resulting from the slowdown behind heavy truck traffic on the mainlines, leading to reduced operational efficiency of this corridor which would be improved with the construction of the proposed truck climbing lane and pavement rehabilitation. I-80 provides regional access to and from Placer County as the primary east-west route for trucks in California and is also largely used for interstate and interregional travel for commuters and tourists, which substantially increases during the busy tourist season. Each location of the project is accessible by adjacent

arterial roads, and from SR-174, located between Location 1 and 2, however, no other highways connect to any of the three proposed locations. The entirety of the project does parallel the Union Pacific Railroad and a bus route is present along I-80 to a facilitate travel off the state highway system if needed.

2.17.3 Discussion of CEQA Environmental Checklist Question 2.17—Transportation and Traffic

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project would preserve and enhance the useful life of existing pavement and improve the ride quality along EB I-80, which would improve the safety, reliability, and operational efficiency of the interstate. The proposed project is consistent with the Transportation Asset Management Plan, ten-year State Highway Operation and Protection Program (SHOPP) Plan, Ten-Year project Book, and the five-year maintenance plan. The proposed project also conforms to the SACOG 2019 – 2022 MTIP, received concurrence by the Federal Transit Association (FTA), and aligns with the PCTPA goals of transportation infrastructure improvements. There are no pedestrian facilities within the project limits and the project would not impact the existing bus route along I-80, therefore the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system and thus, there is no impact.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

As stated in the Transportation Analysis under CEQA (TAC) for the Blue Canyon Pavement Rehabilitation project Memo dated December 20, 2021, the proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) because the project is screenable as identified in Section 5 of the TAC guidance document, which sites projects that are not likely to lead to a measurable and substantial increase in VMT. This project can be screened from preparing an induced travel analysis, in accordance with Section 5.1.1, ii) project Types Not Likely to Lead to a Measurable and Substantial Increase in Vehicle Travel, bullet 1, “Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets,” and criteria in bullet 25, “Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.” Therefore, there is no impact (Caltrans Transportation Analysis Under CEQA 2020).

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not contain concentrations or patterns of hazardous geometrical design elements and does not require geometrical improvements; there are no existing or proposed curves, driveways, intersections, or traffic signals within the project limits. Therefore, there is no impact.

d) Would the project result in inadequate emergency access?

The proposed project would reduce congestion on I-80 by constructing a truck climbing lane, which would increase the operational efficiency of the interstate. During construction, on and off ramps within the project limits would be closed intermittently or receive other traffic control during some construction activities and will be allowed during daytime hours on weekdays but may be restricted during peak commute hours. A minimum of one paved traffic lane, not less than 11 feet wide, shall be opened for use by public traffic in each direction during construction. Traffic control plan requirements would provide continuous emergency access throughout construction. Therefore, the impact would be less than significant.

2.17.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.18 Tribal Cultural Resources

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the HPSR dated December 1, 2022. Potential impacts to tribal cultural resources are not anticipated due to archeological and cultural studies being conducted by Caltrans staff, which included background research, literature review, and in-person field surveys. Archaeological and cultural studies were conducted by Caltrans staff and included background research, literature review, and in-person field surveys. Additionally, Caltrans consulted with the Shingle Springs Band of Miwok, Colfax-Todds Valley Consolidated Tribe, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Wilton Rancheria, and Washoe Tribe of Nevada and California. Consultation with the United Auburn Indian Community of Auburn Rancheria and the Colfax-Todds Valley Consolidated Tribe is ongoing.

2.19 Utilities and Service Systems

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?			✓	
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
Would the project: c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
Would the project: d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

2.19.1 Regulatory Setting

The primary law governing utilities and service systems is CEQA.

2.19.2 Environmental Setting

As stated in the project Initiation Report (PIR), signed June 28, 2019, the following utilities are likely present within the project area: Amerigas Propane Dist. 0071, AT&T Transmission California, Placer County Public Works, Placer County Special District SWR, Frontier-A Citizens Communication Company, JS West Propane Colfax, Kinder Morgan/SFPP RSV (one non-high volatile liquid pipeline), Level 3 Communications California, MCI Worldcom California, Midway Height WTR District, Pacific Bell, PG&E Distribution Auburn, Placer County Water, Suddenlink Communications – Auburn, Weimar Water Company, and Zayo Group LLC Networks 360. There is the potential for many utility conflicts with the proposed project which requires early coordination with utility owners.

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

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

The proposed project would require the relocation of underground transmission, underground fiber optics (FO), and possibly overhead telephone depending on UPR input (AT&T). An existing Caltrans-owned fiber optic line runs along the existing edge of traveled way. In locations 1 and 2, this fiber optic line would be relocated beyond the proposed edge of pavement. Where a retaining wall is present, the fiber optic line would be located within the shoulder. Any potential utility conflicts with the proposed work would be relocated, modified, or protected during construction. Potholing, electronic detection, and thorough investigation of As-Builts and Encroachment Permits will refine the probabilities of utility conflicts and extent of impacts to existing utilities. Caltrans would coordinate with utility owners to relocate or protect utilities before construction. Therefore, the impact would be less than significant.

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

As stated in the Water Quality Assessment, dated February 2022, unless otherwise designated by the Regional Water Board, all ground waters in the Region are considered as suitable or potentially suitable, at a minimum, for municipal and domestic water supply (MUN), agricultural supply (AGR), industrial service supply (IND), and industrial process supply (PRO). Furthermore, costs for developing/maintaining a water supply for the

proposed project were included in the development of the project and are required per Caltrans Standard Specification 13-4 (Job Site Management). Therefore, the project would have sufficient water supplies during construction and thus, there is no impact.

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

Caltrans Standard Specification 13-4 (Job Site Management) is required to control potential sources of water pollution before it encounters any MS4 or watercourse. It requires the Contractor to implement spill prevention and controls; materials, waste, and non-storm management controls; and manage dewatering activities at the construction site. However, the project is located outside of an "Urbanized Area" and is not within Placer County's Phase II MS4 Permit boundary. Therefore, there is no impact.

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

Solid waste disposal requirements and regulations are managed under Caltrans Standard Specification 14-10 (Solid Waste Disposal and Recycling), which requires the submittal of annual solid waste disposal and recycling reports to show the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project. Additionally, the following features of the proposed project would be implemented to reduce waste: project will use rubberized asphalt from recycled rubber tires and the project will recycle old overhead signs, structures, light poles, and old CMS sign structures and panels. Therefore, there is no impact.

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

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

2.19.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.20 Wildfire

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or 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?				✓

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

2.20.1 Regulatory Setting

The primary law governing wildfire is CEQA.

2.20.2 Environmental Setting

The proposed project is within the jurisdiction of the Placer Sierra Fire Safe Council (PSFC), a council of community members whose goal is to evaluate the high fire threat within the area and to implement initiatives to reduce the threat and severity of wildfires. The council characterizes the area as having steep slopes with sharply inclined canyon sides that give way

to a network of rolling hills; small, narrow drainages; and chimneys, all of which will act to promote rapid rates of fire spread. The project is proposed for an area with zones classified as *Very High* hazard severity due to potential of wildfires and is located almost entirely within a State Responsibility Area (SRA), other than a small portion at Location 3 that is within the Tahoe National Forest and is under federal responsibility. (Calfire 2020). The three locations on I-80 are shown in Figure 6.

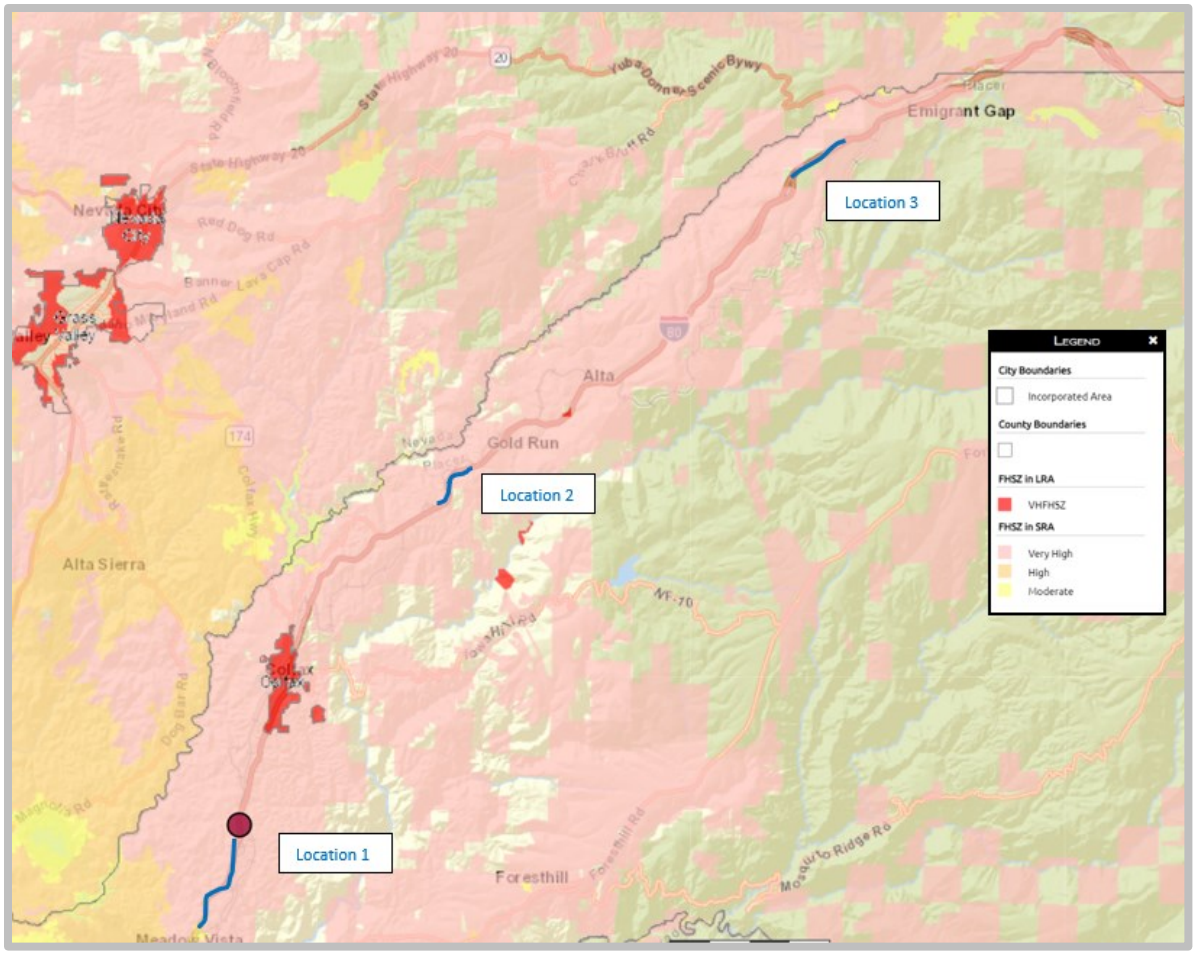

Figure 6. Map of Fire Hazard Severity Zones Near Project Area

2.20.3 Discussion of CEQA Environmental Checklist Question 2.20—Wildfire

If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The proposed project is required to have a traffic management plan, which includes implementations aimed at reducing traffic delays that may occur due to lane restrictions or closures during the construction of a project. Both involve coordination with emergency services within the project area, including advance notification to local emergency services and adequate alternative access for emergency service vehicles. Coordination with emergency response agencies would occur before the start of construction to prevent diminished response capacity by emergency services or the public and safe evacuation during construction (Caltrans Transportation Management Plan Guidelines 2020). Caltrans 2018 revised Standard Specification 7-1.02M (2) also mandates fire prevention procedures during construction, including cooperation with fire prevention authorities during performance of work and the implementation of a fire prevention plan required by Cal/OSHA.

Additionally, Placer County sites in their Community Wildfire Protection plan that the widening of critical roads, such as I-80, which is the main west-east route between Sacramento and Reno, are key priorities for enabling quicker and safer evacuation, along with assessing drainage systems and updating them as needed, including removal of vegetation that interferes with water flow. The proposed project would widen and repave I-80, which would directly benefit Placer County's efforts in ensuring major roads and infrastructure are more effective in case of evacuation and it would include the cleaning and rehabilitation of several drainage features within the project area, which would enhance their hydraulic capacity and efficiency. Therefore, the impact to an adopted emergency response plan or emergency evacuation plan is less than significant.

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?

The proposed project would repair all road surfaces within the project area, thereby improving road surface drainage thus, reducing the occurrence of soil erosion on unpaved shoulders and adjacent unpaved areas. It would also rehabilitate and extend existing culverts, which would effectively reduce the risk of wildfires due to enhanced regulation of water flow contributing to the increased operational efficiency of drainage features. The project would not expose nearby residents or structures to increased risk of wildfire or pollutants, or exacerbate wildfire risk, therefore, there is no impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?

The proposed project would construct, rehabilitate, and move maintenance vehicle pullouts (MVPs) which would enhance maintenance worker safety and improve safety for emergency roadside vehicles, and it would also widen I-80 at all three locations to accommodate for the truck climbing lane, which would include replacing the existing inside shoulders with new 10-foot shoulders. There would be no changes to the existing alignment, the proposed project is in a developed area, and does not propose new infrastructure development. None of the infrastructure modifications would require further maintenance that could exacerbate fire risk or result in ongoing impacts to the environment. Therefore, there is no impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

A Preliminary Geotechnical Design Report (PGDR) (Caltrans 2021c) and Preliminary Foundation Reports (PDF) (Caltrans 2022g) was prepared for this project to evaluate potential geological hazards in accordance with existing geological site conditions and proposed earthwork or foundation work. The PGDR and PDFs included evaluations of the geotechnical feasibility of the proposed project to determine what is needed due to the proposed sloped earthwork and to inform foundation recommendations for the proposed structure work. For the proposed project, approach fill within 150 feet behind the new bridge is required to be constructed in accordance with Section 19 of the 2018 Standard Specifications which includes specifications for earth work, such as construction methods and materials. Furthermore, the recommendations of these reports are used to inform the design of the proposed project, to ensure that people or structures are not exposed to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes, therefore, there is no impact.

2.20.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.21 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			✓	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			✓	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

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

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

No special status plant or animal species, nor threatened and endangered species were observed or encountered within the ESL, and the proposed project is not likely to adversely affect any endangered or threatened species. There is a potential for special status plant species and rare or endangered species to be present within the ESL, however, standard measures would help to ensure that these species are not impacted. These same standard

practices would help to avoid impacts to the identified sensitive natural community within the ESL. Construction of the proposed project would result in approximately 0.148 acres of permanent impacts to Waters of the U.S. and 0.022 acres of impacts to wetlands. The Waters of the U.S. and wetlands that would be impacted do not contain any special status species. The department will purchase mitigation credits for the wetland impacts to satisfy agency requirements, however the impacts to aquatic features are less than significant due to the implementation of standard measures and project features.

Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our FOE. Caltrans has proposed a finding of no adverse effect. Therefore, the proposed project would not alter or eliminate important examples of the major periods of California history or prehistory. Thus, the impact is less than significant.

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

There are several projects along the I-80 corridor in the vicinity of the proposed project, however, most of these projects consist of drainage and pavement rehabilitation, with negligible amounts of expansion and do not have significant impacts. Projects within the vicinity of the proposed project that do include infrastructure expansion would enhance the safety and reliability of the corridor and would contain enhancement features and measures that would minimize project impacts to environmental factors. Additionally, impacts to environmental factors due to the proposed project would all be less than significant due to best management practices and standard avoidance measures, therefore, the impacts of the project would not be cumulatively significant. Thus, the impact is less than significant.

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

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

2.22 Cumulative Impacts

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

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

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." The impact to environmental factors from the proposed project would not be cumulatively significant due to Caltrans utilizing best management practices and standard project features. Therefore, cumulative impacts to environmental factors found to have a less than significant impact would not be cumulatively significant. Given this, an EIR and CIA were not required for this project.

Chapter 3 Agency and Public Coordination

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

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

Coordination with Resource Agencies

Consultation packages were sent to representatives of the Shingle Springs Band of Miwok, Colfax-Todds Valley Consolidated Tribe, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Wilton Rancheria, and Washoe Tribe of Nevada and California. Caltrans consulted with the NAHC for a sacred lands file search. Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our FOE document and final HPSR. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed.

Consultation with Wildlife Biologist and Connectivity Specialist, Sarah Holm, with CDFW, has been ongoing in efforts to discuss the project and its proposed wildlife crossing.

Coordination with Property Owners

Property owners whose properties were partially within the APE were first contacted for PTEs for cultural resource field reviews on July 23, 2021. A second round of PTE requests was sent to conduct more extensive cultural resource field reviews and biological resource field reviews in November of 2021. Property owners were mailed a consent form asking if cultural resources and biological resources could conduct field reviews of the portions of their property covered by the environmental study limits. If no response was received from the initial PTE request, additional PTE forms were sent by certified mail to the unresponsive property owner. If there was still no response, multiple phone calls were made to follow up with unresponsive property owners.

Circulation

The Initial Study Negative Declaration will be made available for public and agency review and comment for 30 days from February 3, 2023–March 4, 2023. Caltrans ensured that the document was made available to all appropriate parties and agencies including the following: 1) responsible agencies, 2) trustee agencies that have resources affected by the project, 3) other state, federal, and local agencies which have regulatory jurisdiction over resources, which may be affected by the project, and 4) the public. The document was made available online at https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-placer-county. Additional copies of the document are available at the Colfax Library, located at 10 Church Street, Colfax, CA 95713, Caltrans District 3 Office, and is available to send via postal mail by submitting a request to either the project email address at Blue.Canyon.PaveRehab@dot.ca.gov or the project postal address as follows:

California Department of Transportation
Environmental Management, M-3 Branch
703 B Street, Marysville, CA 95901
Attn: Blue Canyon Pavement Rehabilitation

Chapter 4 List of Preparers

The following individuals performed the environmental work on the project:

California Department of Transportation, District 3

Cara Lambirth	Senior Environmental Planner – Contribution: Environmental Branch Chief
Cymbre Hoffman	Environmental Scientist – Contribution: Document Writer
Youngil Cho	Air Quality Specialist – Contribution: Air and Greenhouse Gas Emission Analysis
William Larson	Archeologist – Contribution: Historical Properties Survey Report
Sonia Miller	Architectural Historian – Contribution: Finding of Effect Document
Sydney Eto	Biologist – Contribution: Natural Environmental Study
Mark Melani	Hazardous Waste Specialist – Contribution: Initial Site Assessment
Sean Cross	Water Quality Specialist – Contribution: Water Quality Assessment
Ryan Pommerenck	Noise Specialist – Contribution: Noise Study Report
Julia Riggins	Landscape Architect – Contribution: Visual Impact Assessment
Lorenzo Ibarra	Landscape Architect – Contribution: Visual Impact Assessment
Trent Hoffman	Project Engineer – Contribution: Project Design
Mohan Bonala	Project Manager – Contribution: Project Management

Stantec

Sara Castellanos Cortez	Senior Biologist – Contribution: Aquatic Delineation Report
Heather Bruce	Noise Specialist – Contribution: Noise Study Report
Dalton M. LaVoie	Landscape Architect – Contribution: Visual Impact Assessment

Area West

Becky Rozumowicz-Kodsuntie	Senior Biologist – Contribution: Botanical Report

Chapter 5 Distribution List

Federal and State Agencies

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

U.S. Army Corps of Engineers
Sacramento District
ATTN: Regulatory Branch
1325 J Street
Sacramento, CA 95814-2922

USDA Forest Service
1400 Independence Ave, SW
Washington, D.C. 20250-0003

State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

California Department of Fish and Wildlife
1416 9th Street, 12th Floor
Sacramento, CA 95814

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

California Highway Patrol (CHP)
P.O. Box 942898
Sacramento, CA 94298-0001

Regional/County/Local Agencies

Placer County Transportation Planning Agency (PCTPA)
299 Nevada Street
Auburn, CA 95603

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95814

Placer County Department of Public Works
3091 County Center Drive, Suite 220
Auburn, CA 95603

Placer County Planning Department
Planning Services Division
3091 County Center Drive
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Alta Fire Protection District
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Utilities, Service Systems, Businesses, and Other Property Owners

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Elk Grove, CA 95624

AT&T
2700 Watt Ave
Sacramento, CA 95624

Chapter 6 References

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Appendix A Project Layouts

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

LEGEND

- FILL
- 2:1 CUT
- 1.5:1 CUT
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTAL STUDY LIMIT

COLFAX
T13N R9E MDB&M
SEC 4 & 5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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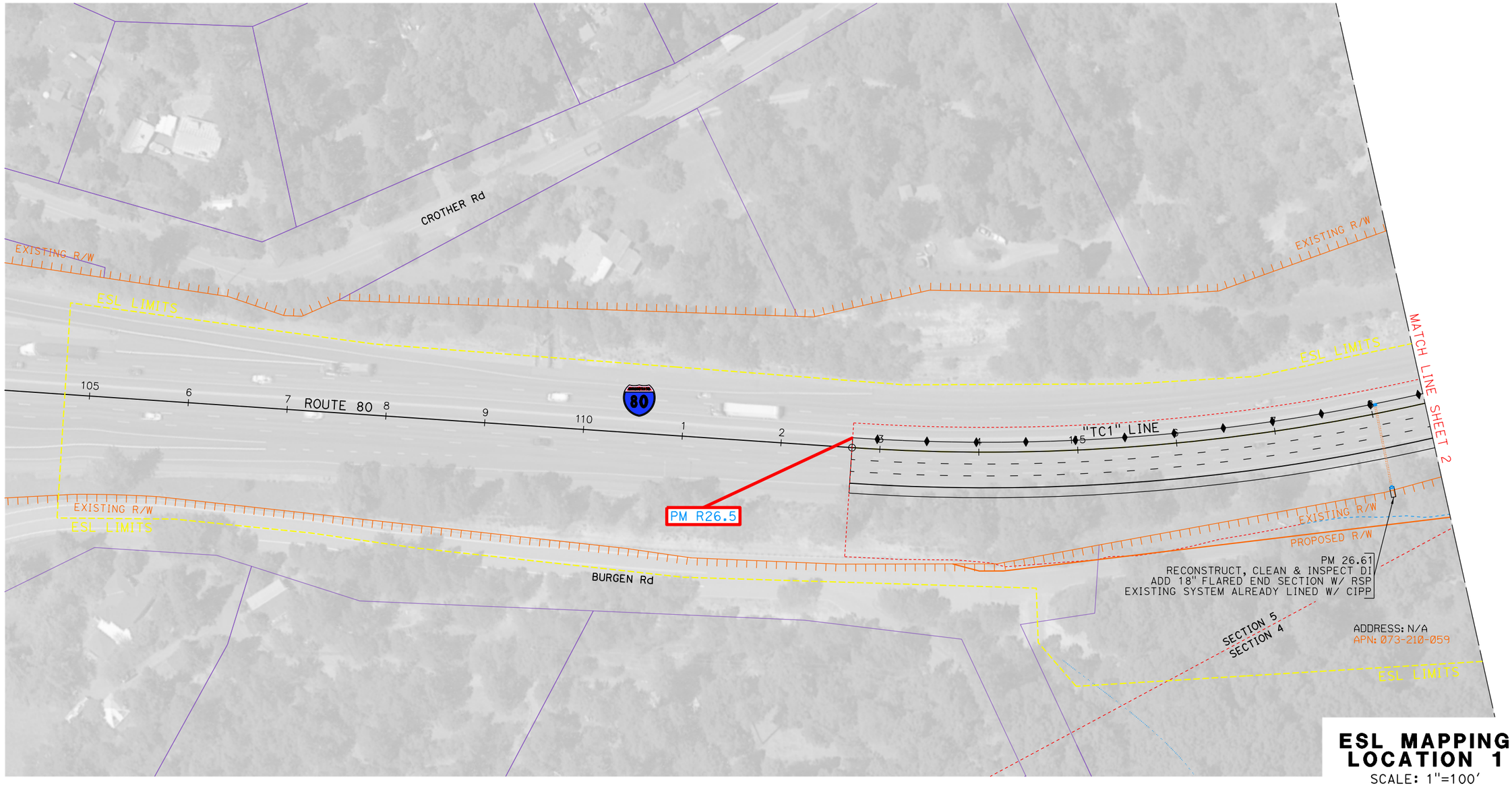

ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.1

REVISED BY	KEITH ELLIS	CALCULATED-DESIGNED BY
DATE REVISED	TRENTON HOFFMAN	CHECKED BY
FUNCTIONAL SUPERVISOR	KEN KEATON	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 14:49

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-01.01.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T13N R9E MDB&M
SEC 4 & 5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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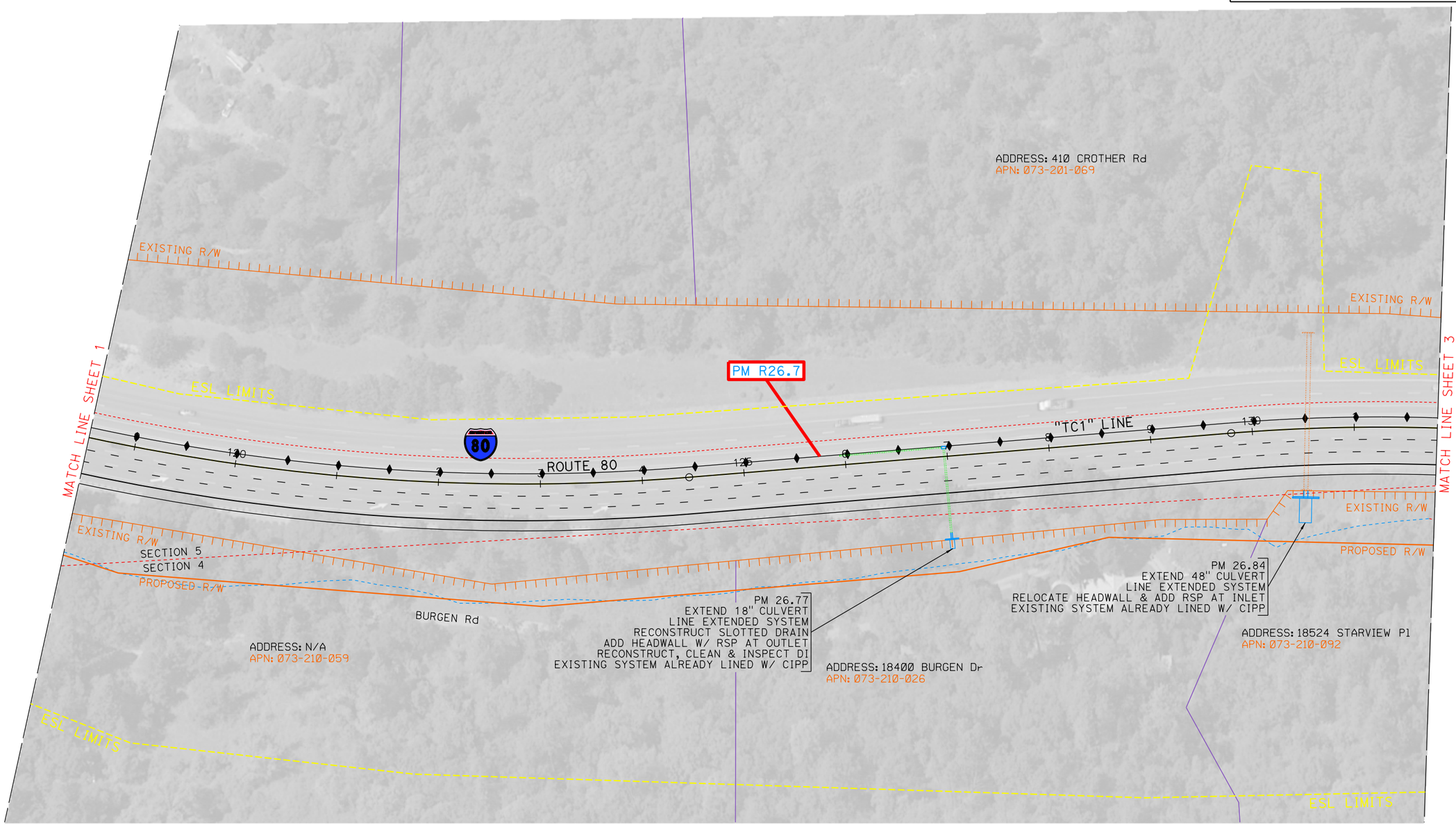

ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
FUNCTIONAL SUPERVISOR: KEN KEATON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION: 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 14:53

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-01.02.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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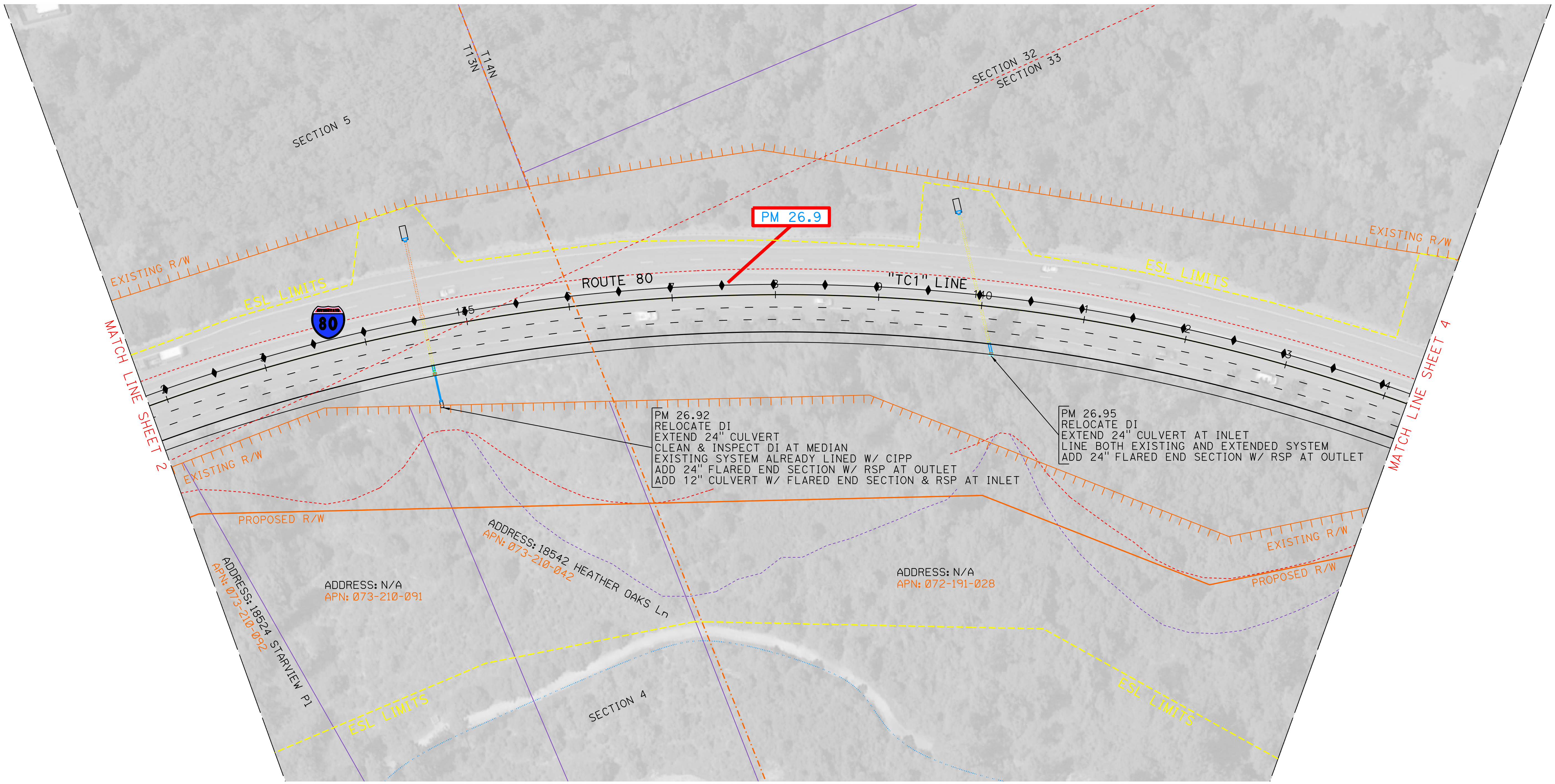
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 32 & 33

COLFAX
T13N R9E MDB&M
SEC 4 & 5



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

FUNCTIONAL SUPERVISOR: KEN KEATON

CALCULATED-DESIGNED BY: KEITH ELLIS — CHECKED BY: TRENTON HOFFMAN

REVISED BY — DATE REVISED

LAST REVISION 11-04-21 — DATE PLOTTED => 8-NOV-2021 — TIME PLOTTED => 14:54

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 33

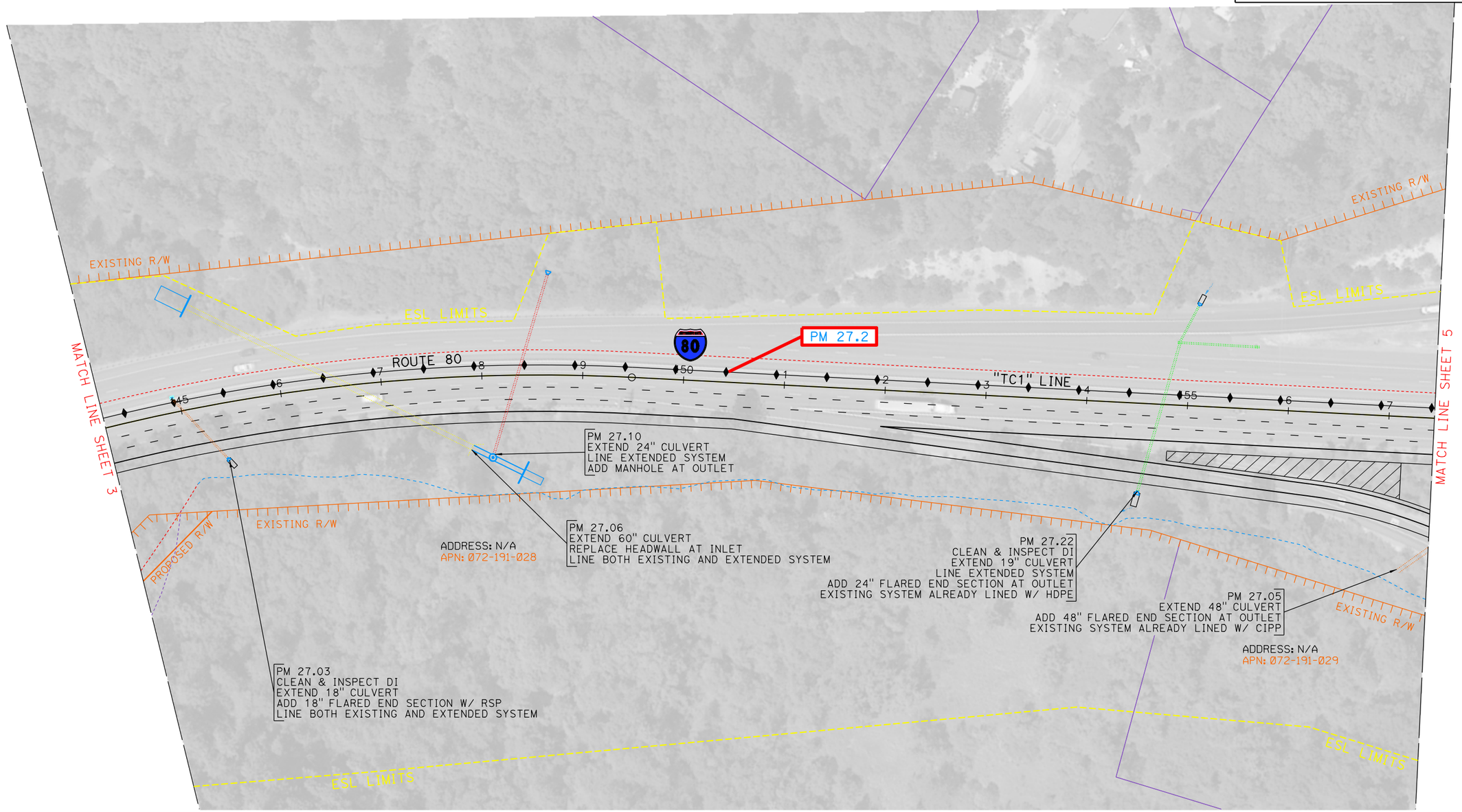
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.4

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: KEN KEATON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 14:56

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-01.04.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 33

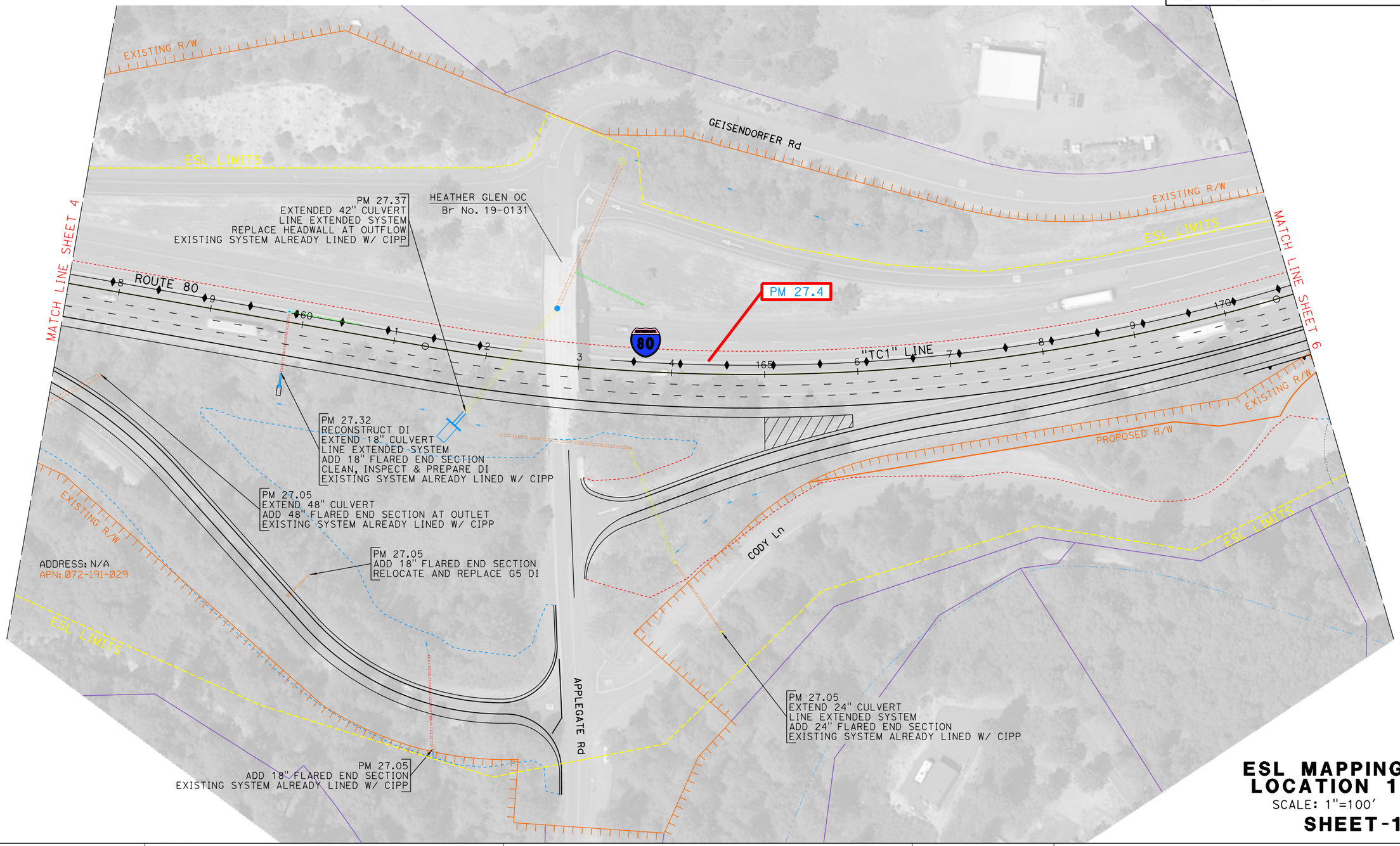
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.5

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN		

FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION: DATE PLOTTED => 8-NOV-2021
11-04-21 TIME PLOTTED => 14:58

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-01.05.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

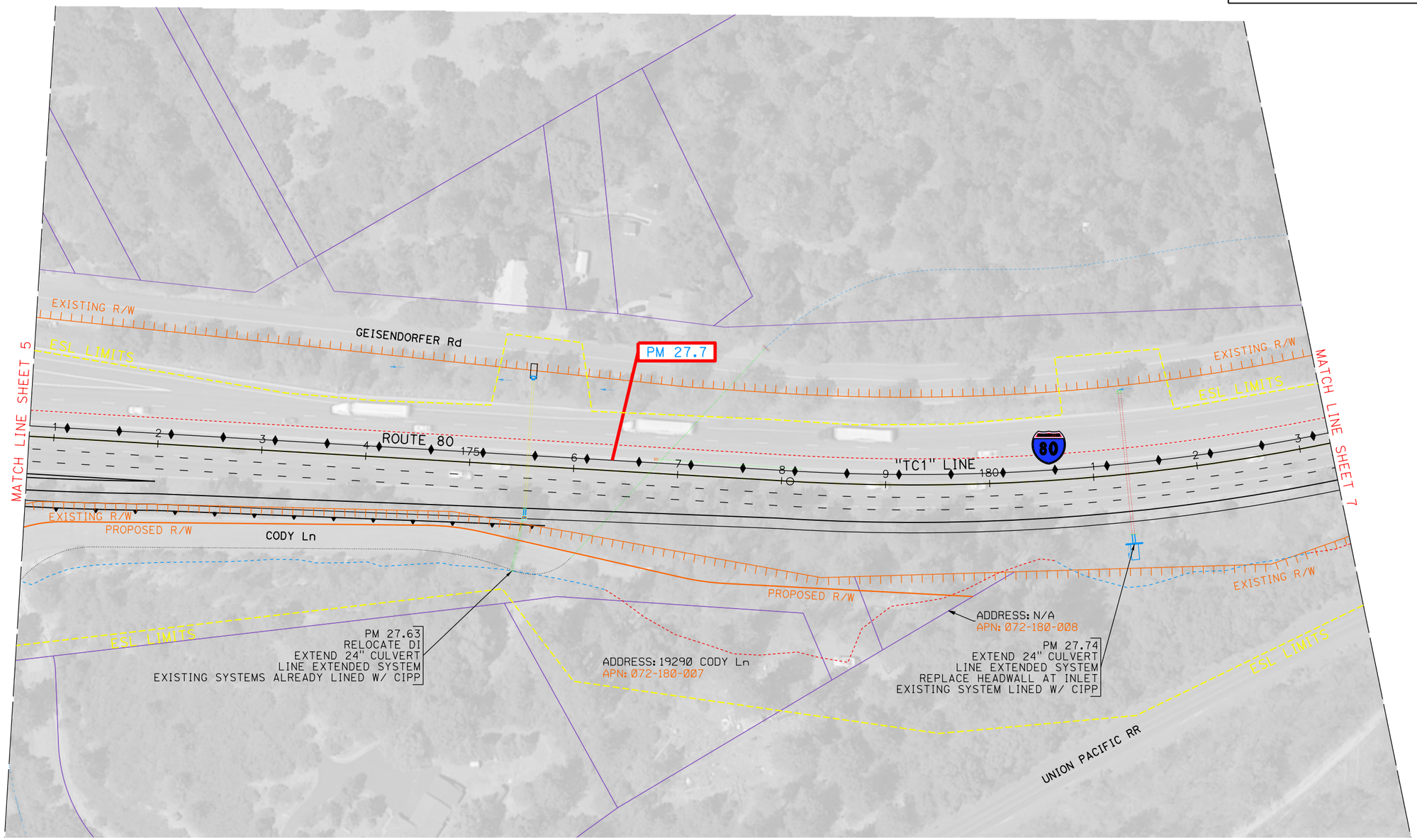
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 33



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.6

CALCULATED-DESIGNED BY	KEITH ELLIS	
CHECKED BY	TRENTON HOFFMAN	
FUNCTIONAL SUPERVISOR	KEN KEATON	
REVISED BY		
DATE REVISED		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:00

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-01.06.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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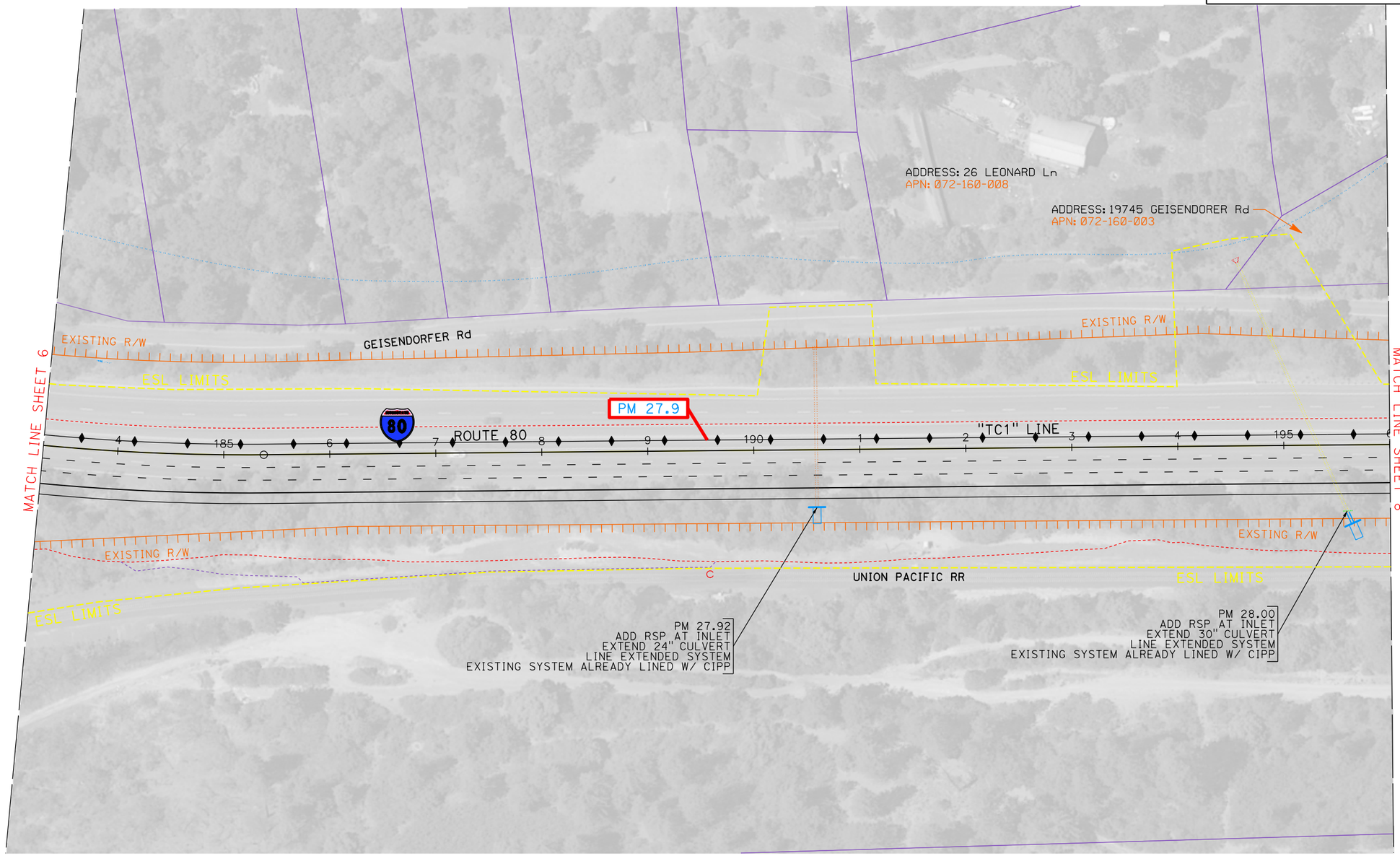

ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.7

REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR
KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:02

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-01.07.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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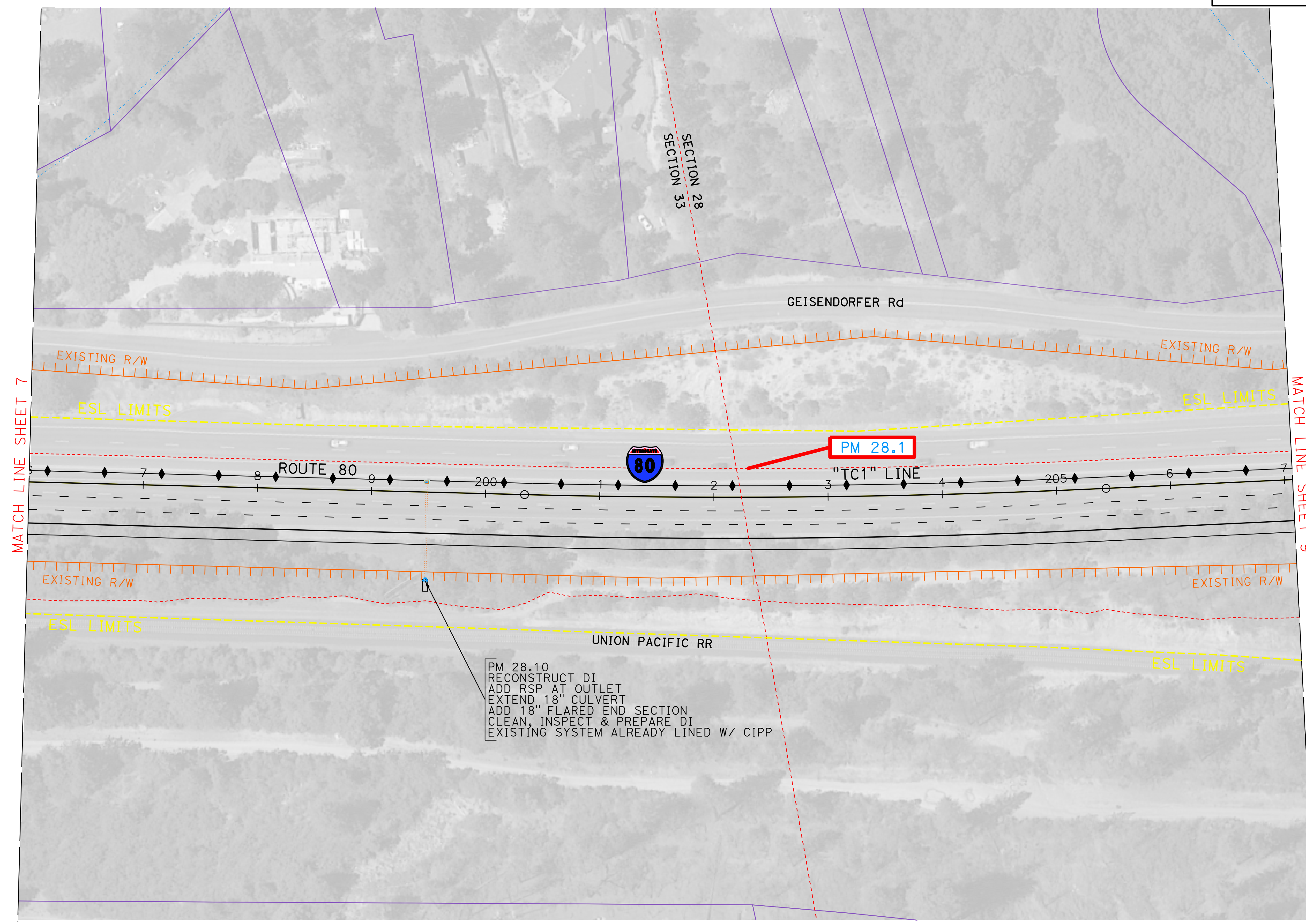
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 28 & 33



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: KEN KEATON
CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
REVISED BY / DATE REVISED

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:04

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 28

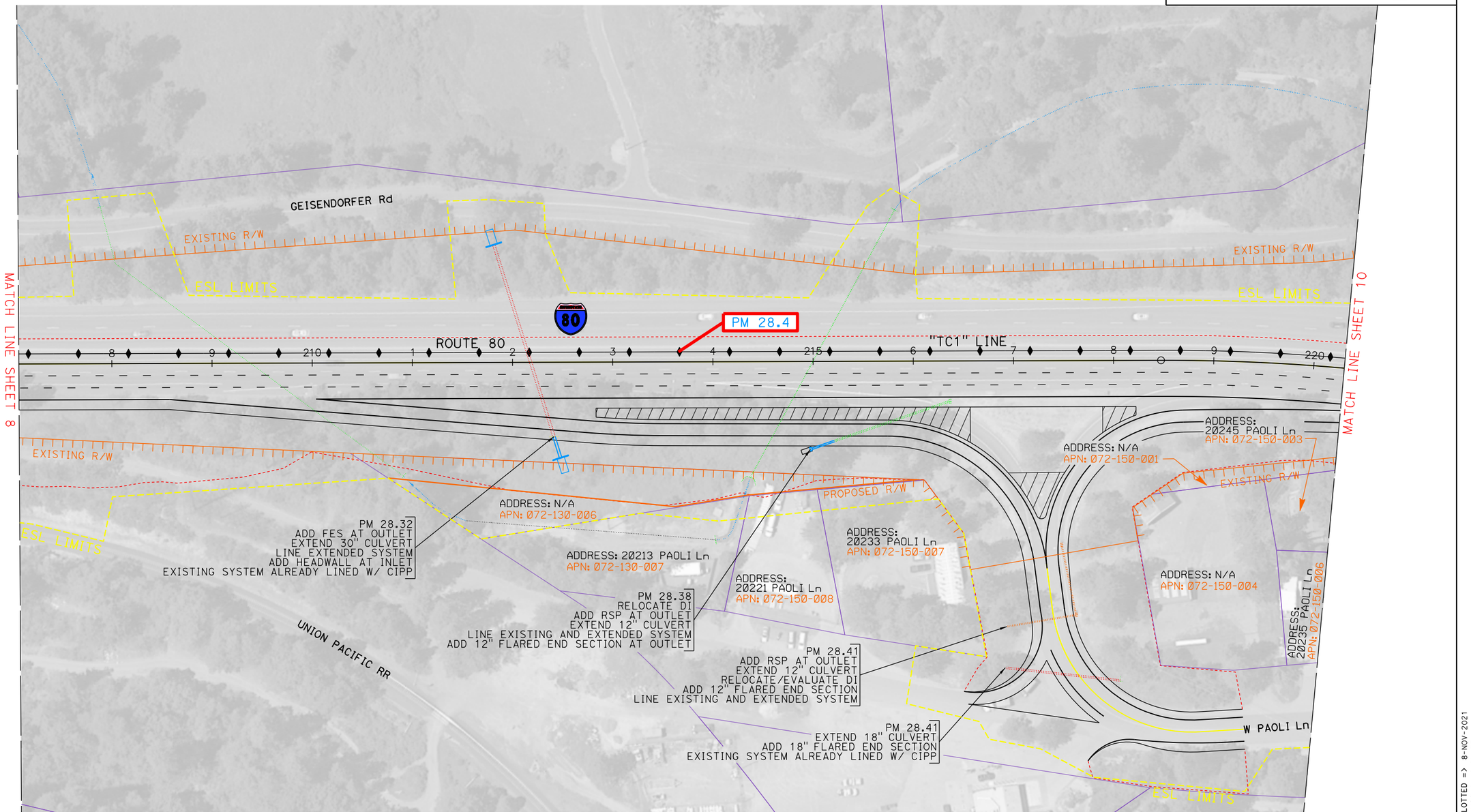
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.9

REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 11-04-21 | DATE PLOTTED => 8-NOV-2021 | TIME PLOTTED => 15:06

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 28

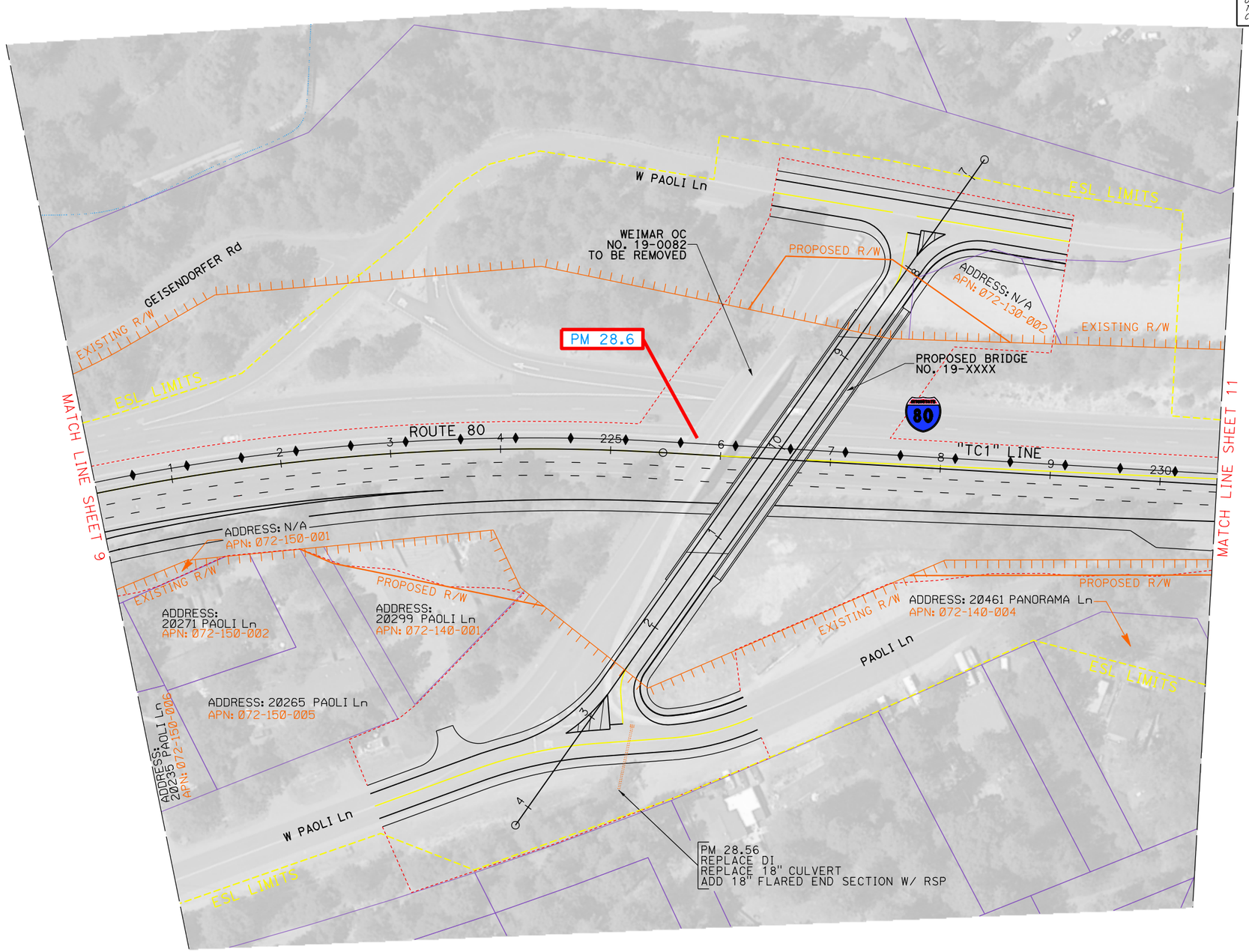
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.10

REVISED BY	DATE REVISED

CALCULATED- KEITH ELLIS
DESIGNED BY

CHECKED BY TRENTON HOFFMAN

FUNCTIONAL SUPERVISOR KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:08

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

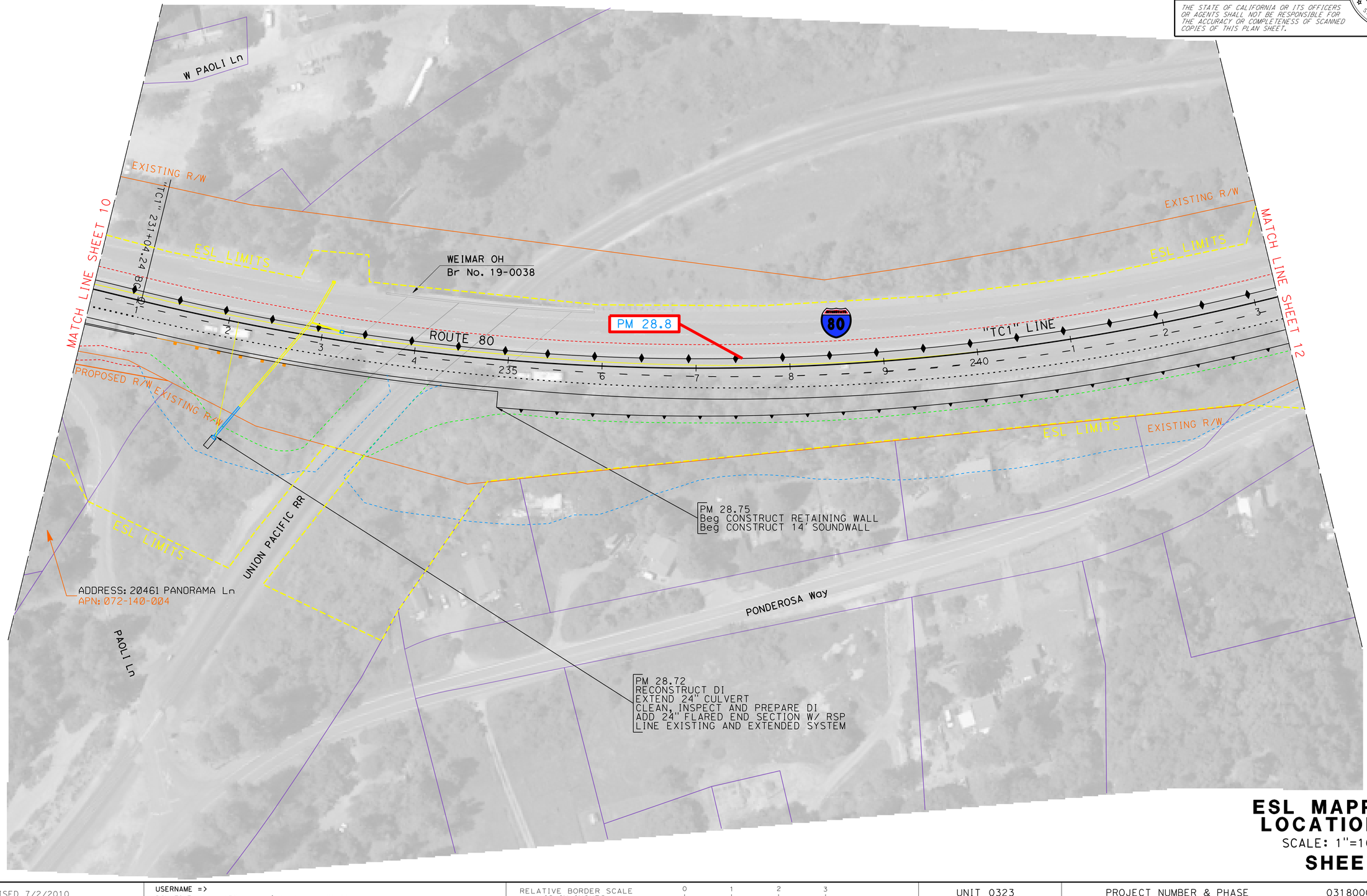
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 28



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.11

REVISED BY	DATE REVISED
ANDREW MORRIS	TRENTON HOFFMAN

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION | DATE PLOTTED => 12/5/2022
TIME PLOTTED => 12:10:06 PM
06-03-22

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

COLFAX
T14N R9E MDB&M
SEC 21 & 28

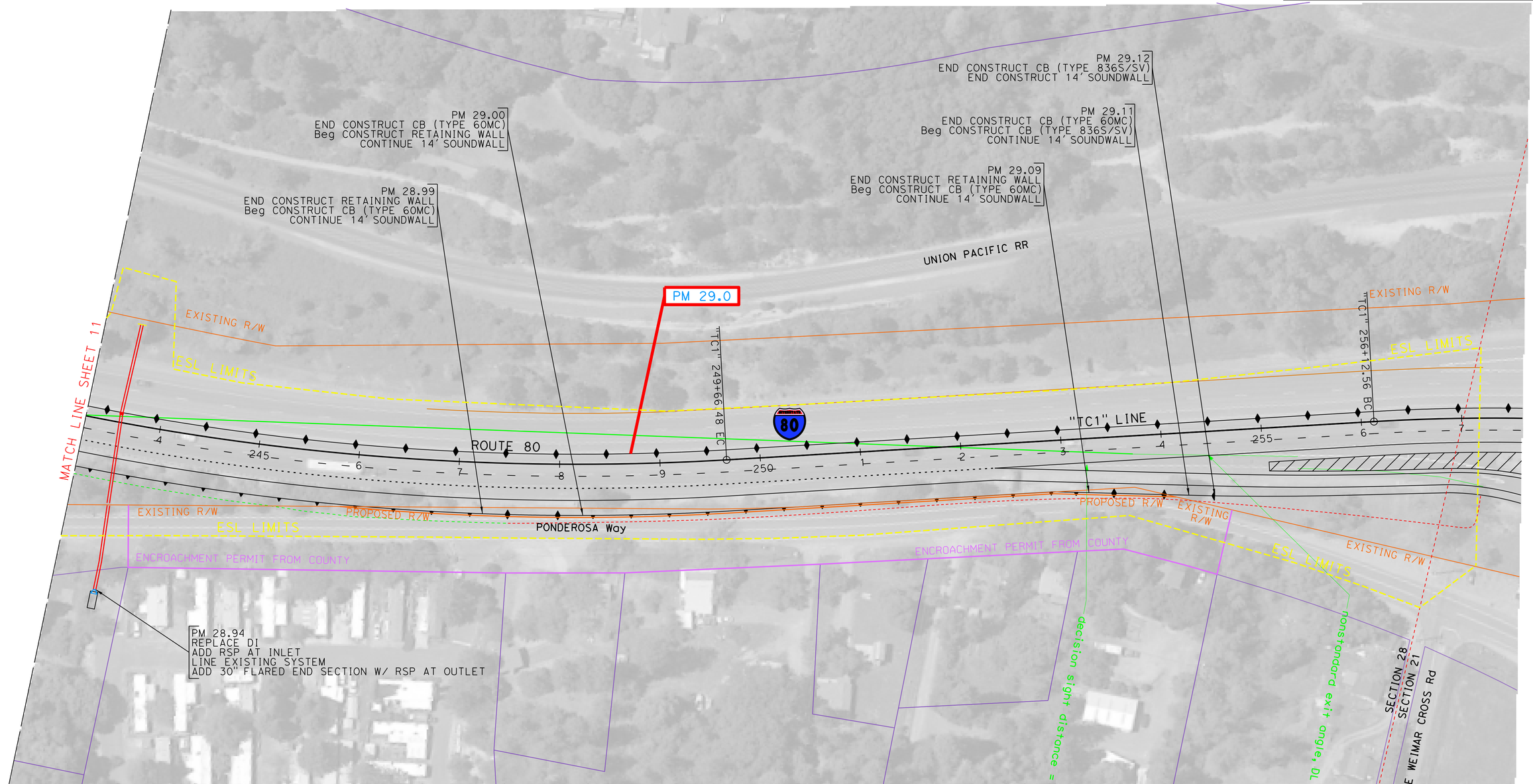
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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



ESL MAPPING LOCATION 1

SCALE: 1"=100'

SHEET-1.12

REVISED BY | DATE REVISED
ANDREW MORRIS | TRENTON HOFFMAN
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: KEN KEATON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 12/5/2022 | TIME PLOTTED => 1:07:50 PM
06-06-22

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\ESL_ Mapping\dgn\Loc-01.12.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

LEGEND
- CUT
- FILL
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTAL STUDY LIMIT

CHICAGO FLAT
T15N R10E MDB&M
SEC 8 & 17

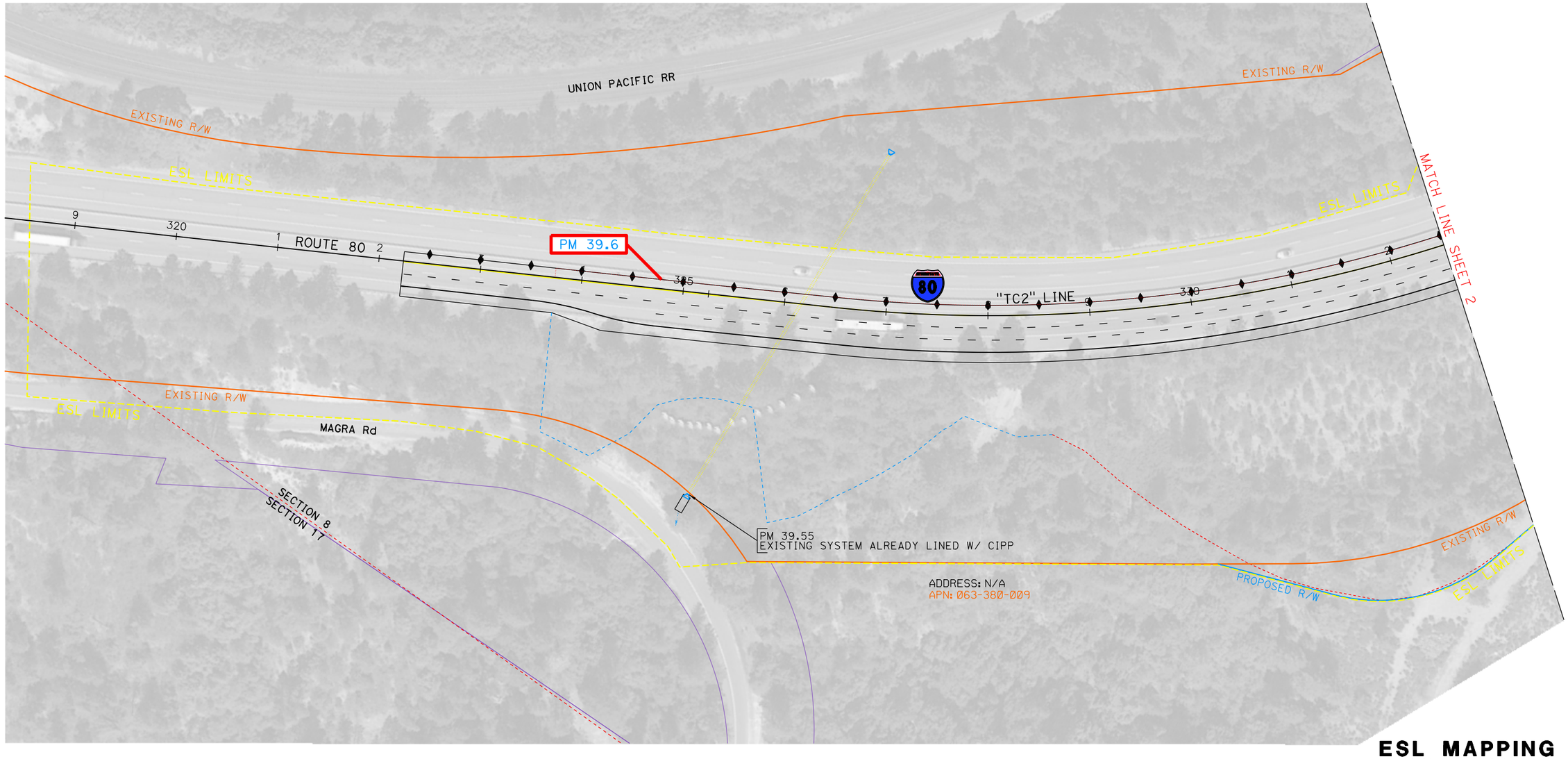
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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



ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: KEN KEATON

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
REVISED BY
DATE REVISED

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:14

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-02.01.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

CHICAGO PARK/DUTCH FLAT
T15N R10E MDB&M
SEC 8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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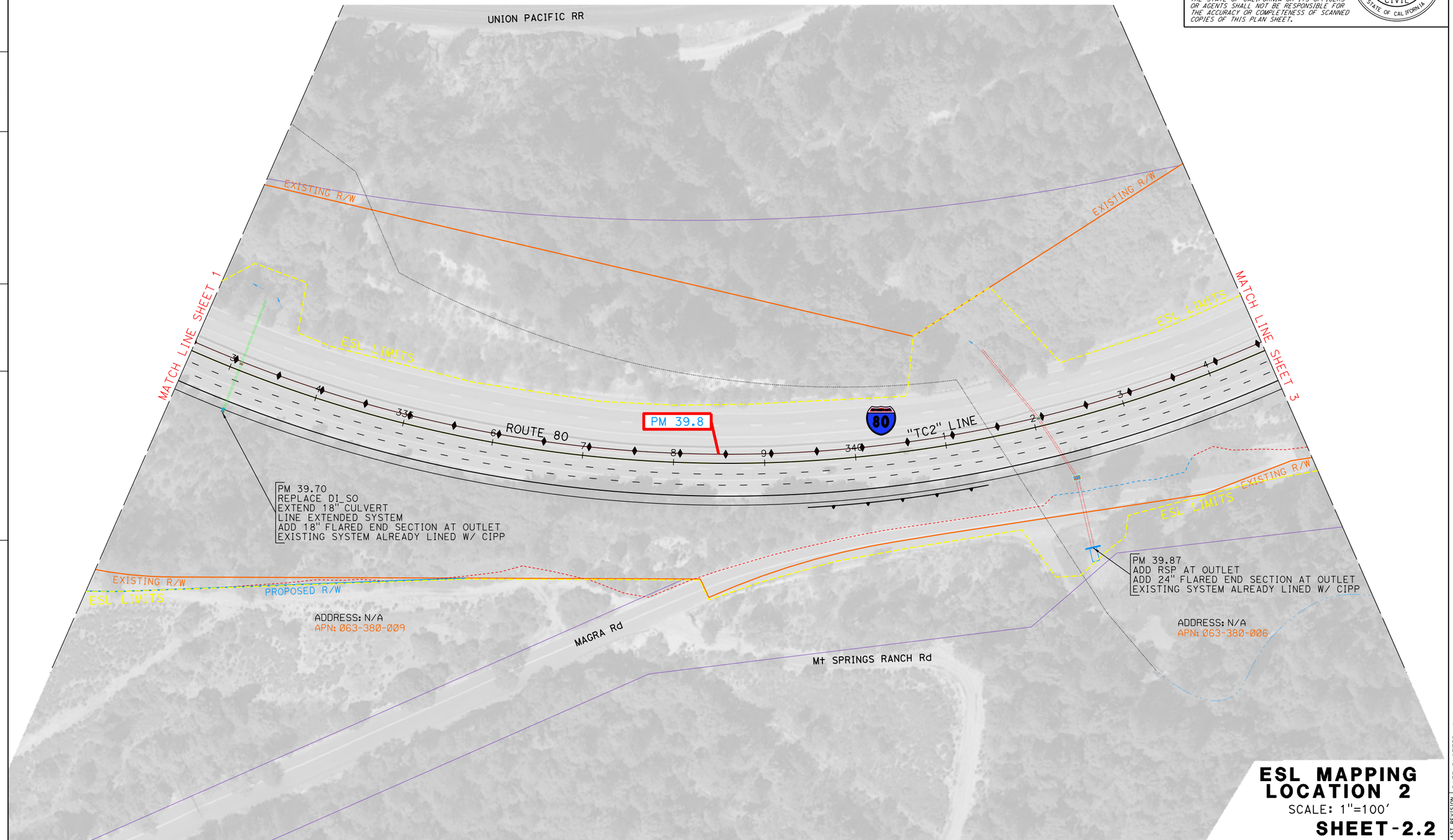

ESL MAPPING LOCATION 2
SCALE: 1"=100'
SHEET-2.2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
FUNCTIONAL SUPERVISOR: KEN KEATON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:18

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-02.02.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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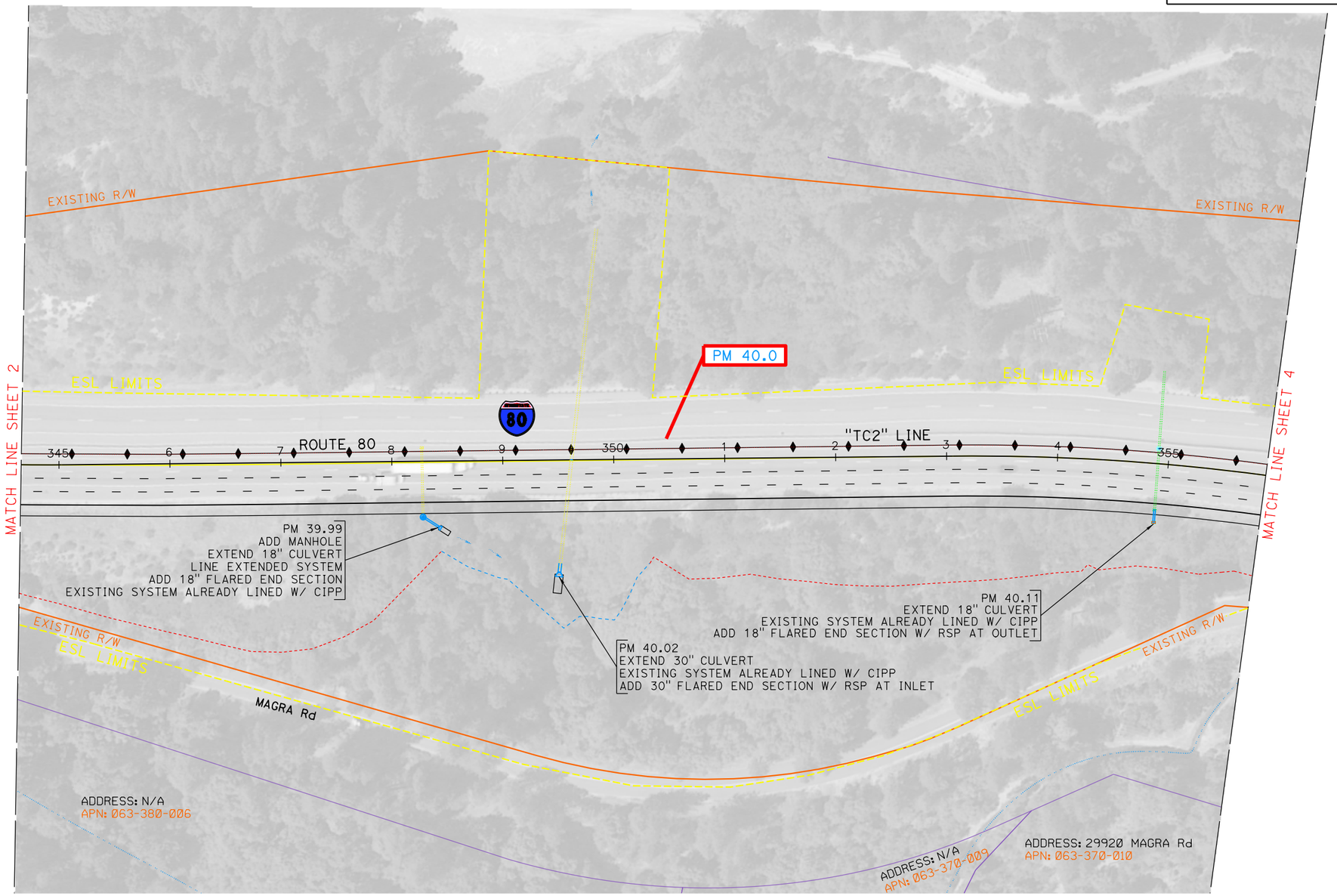
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

CHICAGO PARK/DUTCH FLAT
T15N R10E MDB&M
SEC 8



ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.3

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN		

FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-02.03.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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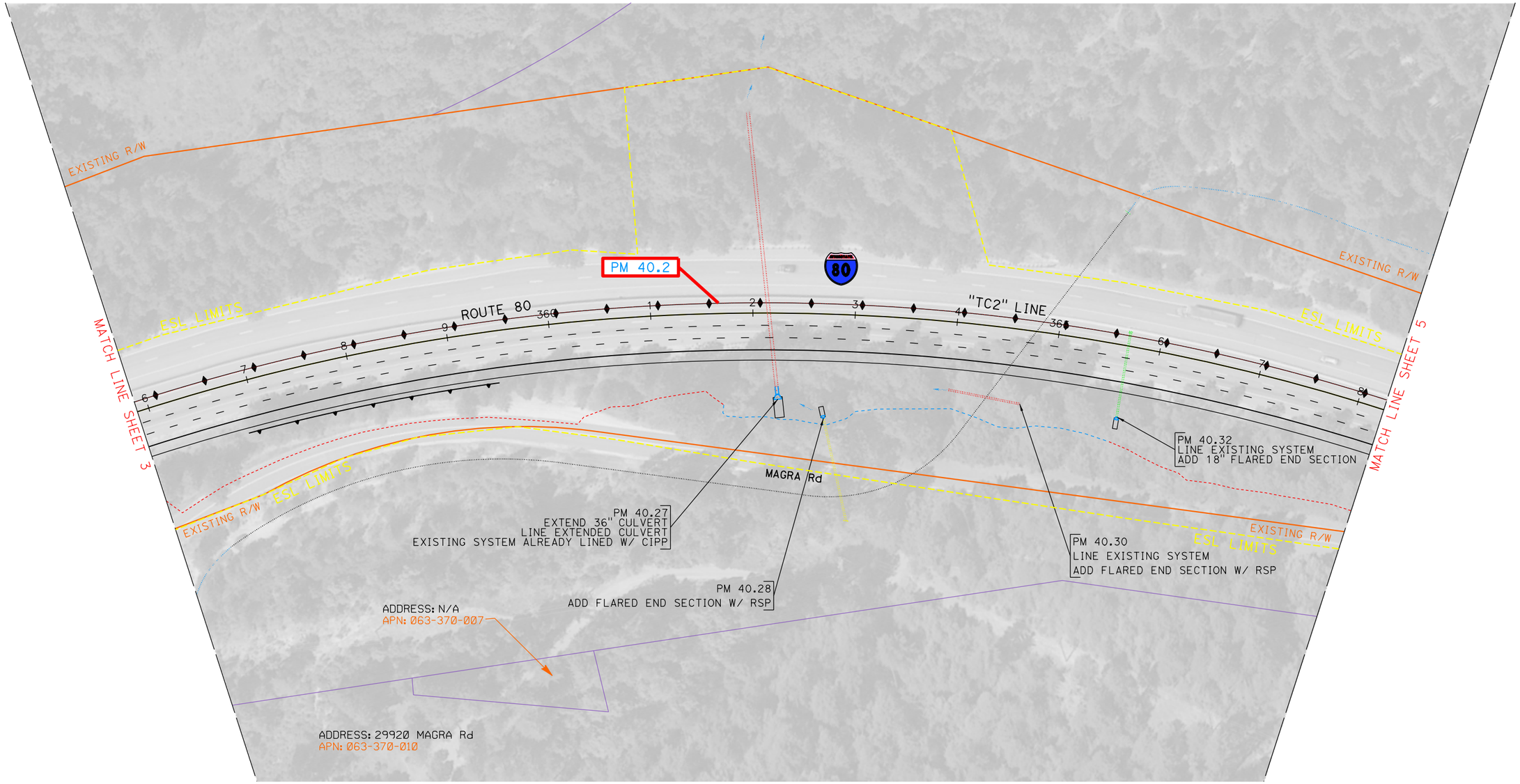
CHICAGO PARK/DUTCH FLAT
T15N R10E MDB&M
SEC 8



ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.4

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:21

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-02.04.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

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DUTCH FLAT
T15N R10E MDB&M
SEC 5 & 8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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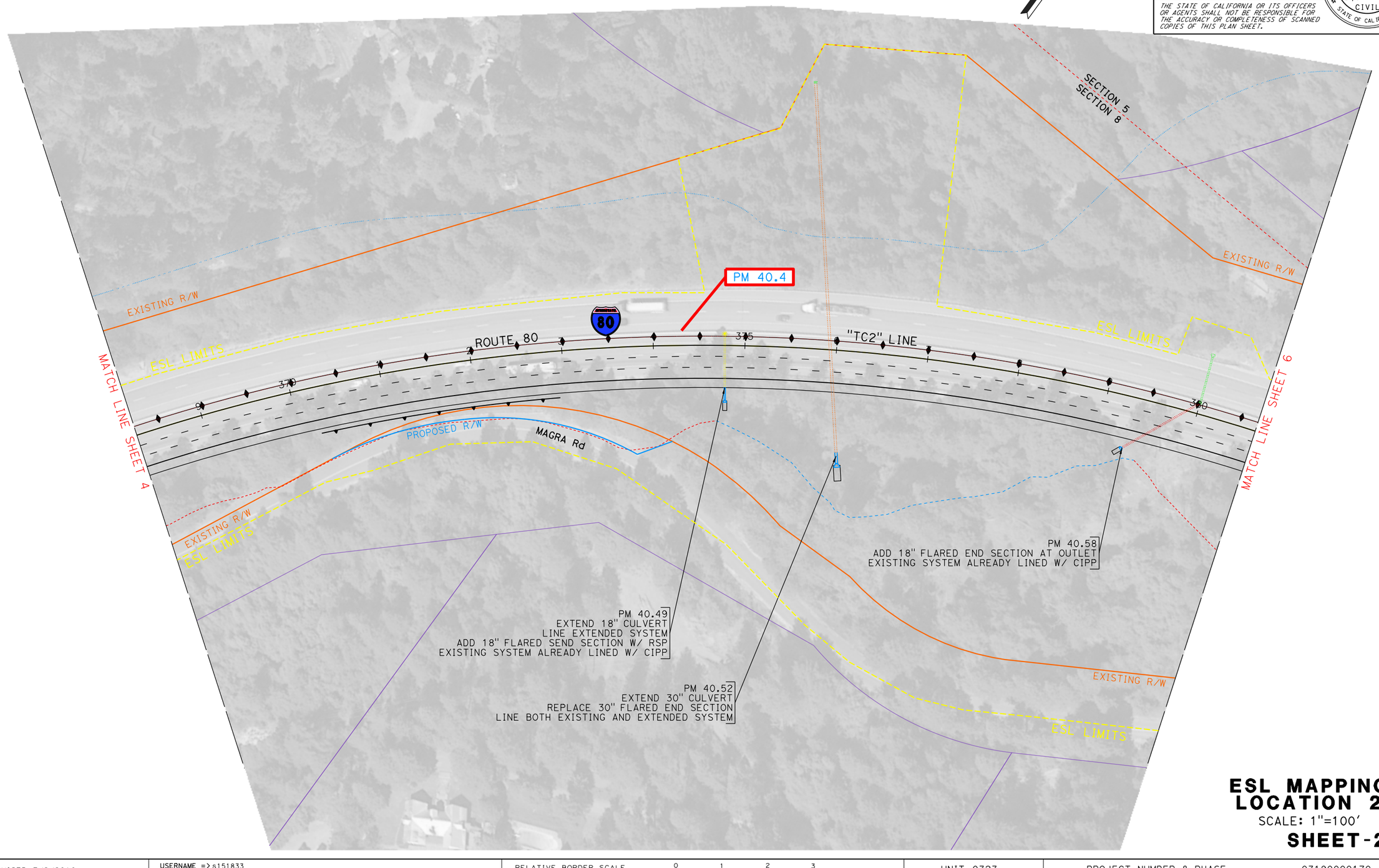

ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.5

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN		

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DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:24

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-02.05.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

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DUTCH FLAT
T15N R10E MDB&M
SEC 5 & 8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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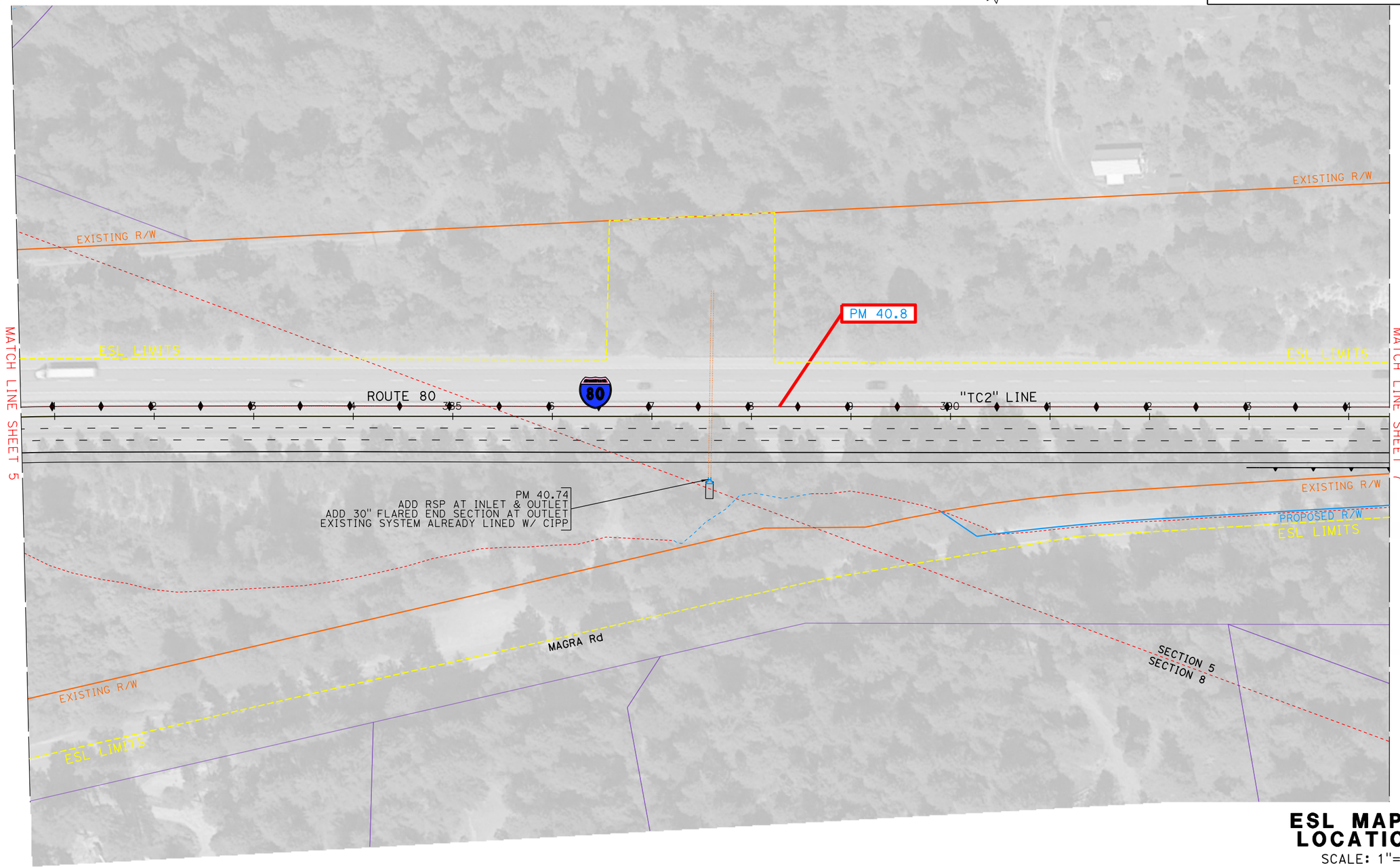

ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.6

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CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR
KEN KEATON

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LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:26

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-02.06.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

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DUTCH FLAT
T15N R10E MDB&M
SEC 4, 5 & 8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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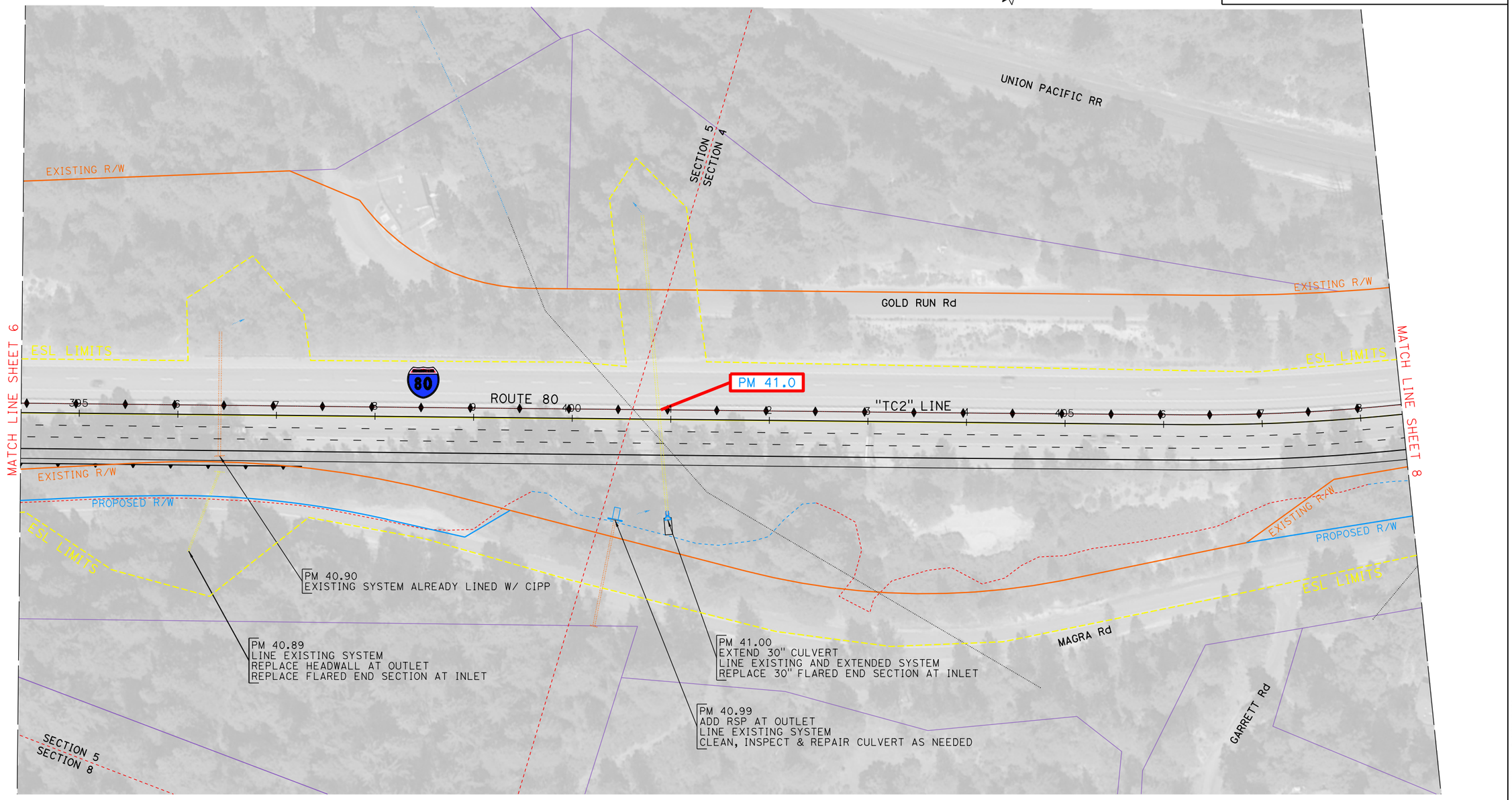

ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.7

REVISED BY	DATE REVISED

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FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:28

BORDER LAST REVISED 7/2/2010
USERNAME => s151833
DGN FILE => Loc-02.07.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0323
PROJECT NUMBER & PHASE 03180000170

NOTES:

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DUTCH FLAT
T15N R10E MDB&M
SEC 4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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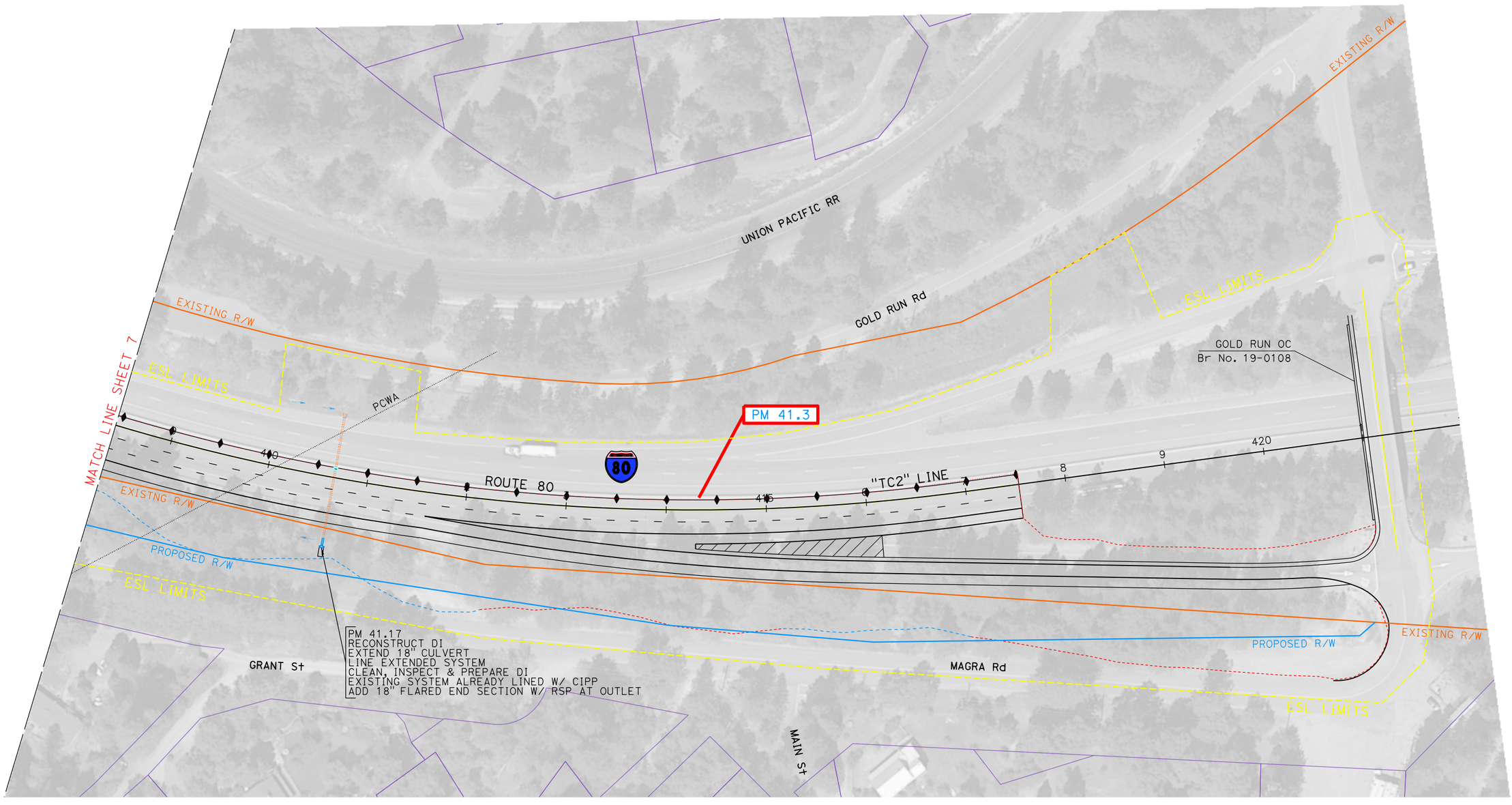

ESL MAPPING LOCATION 2

SCALE: 1"=100'

SHEET-2.8

CALCULATED-DESIGNED BY	KEITH ELLIS	
CHECKED BY	TRENTON HOFFMAN	
REVISED BY		
DATE REVISED		
FUNCTIONAL SUPERVISOR	KEN KEATON	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 11-04-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:30

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-02.08.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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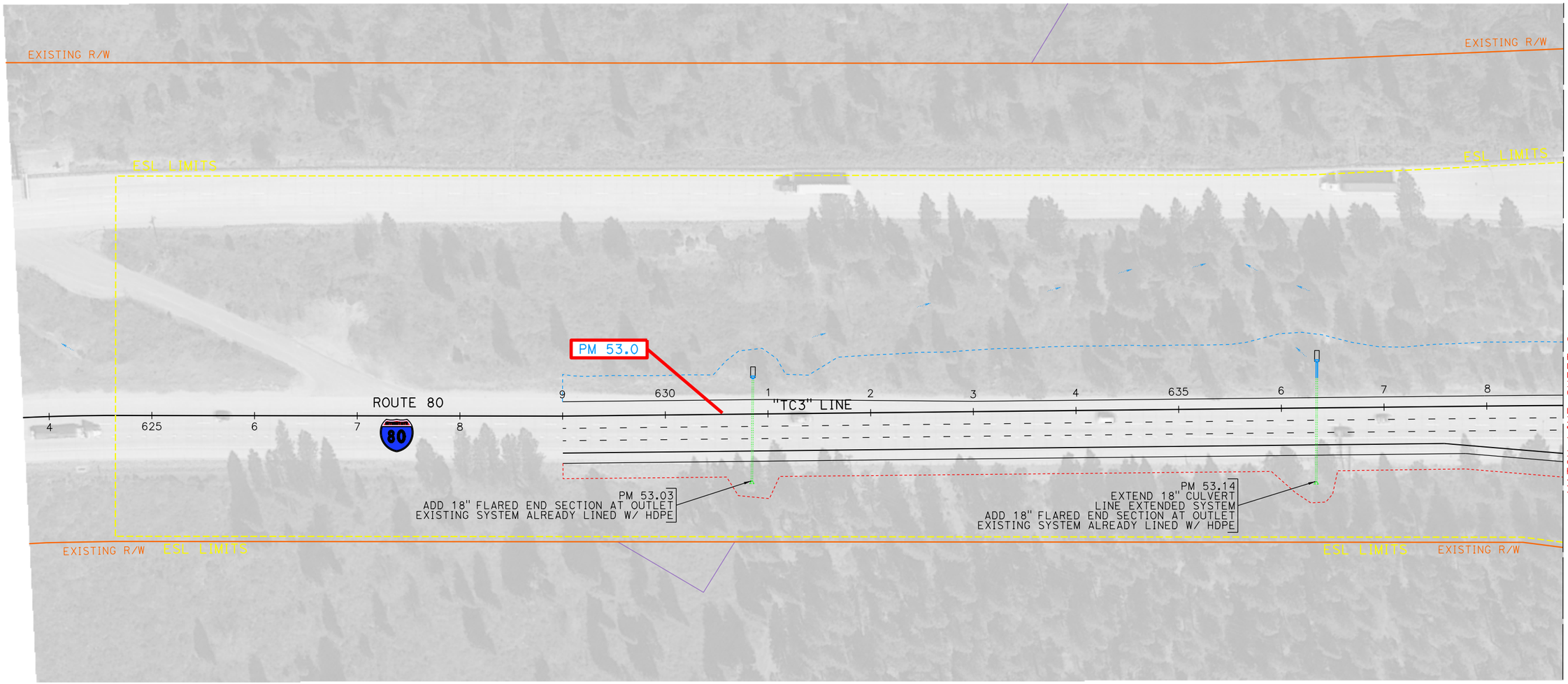
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

LEGEND
- CUT
- FILL
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- ENVIRONMENTAL STUDY LIMIT

BLUE CANYON
T16N R11E MDB&M
SEC 2



ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.1

REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR: KEN KEATON

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DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:33

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-03.01.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

NOTES:

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BLUE CANYON
T16N R11E MDB&M
SEC 2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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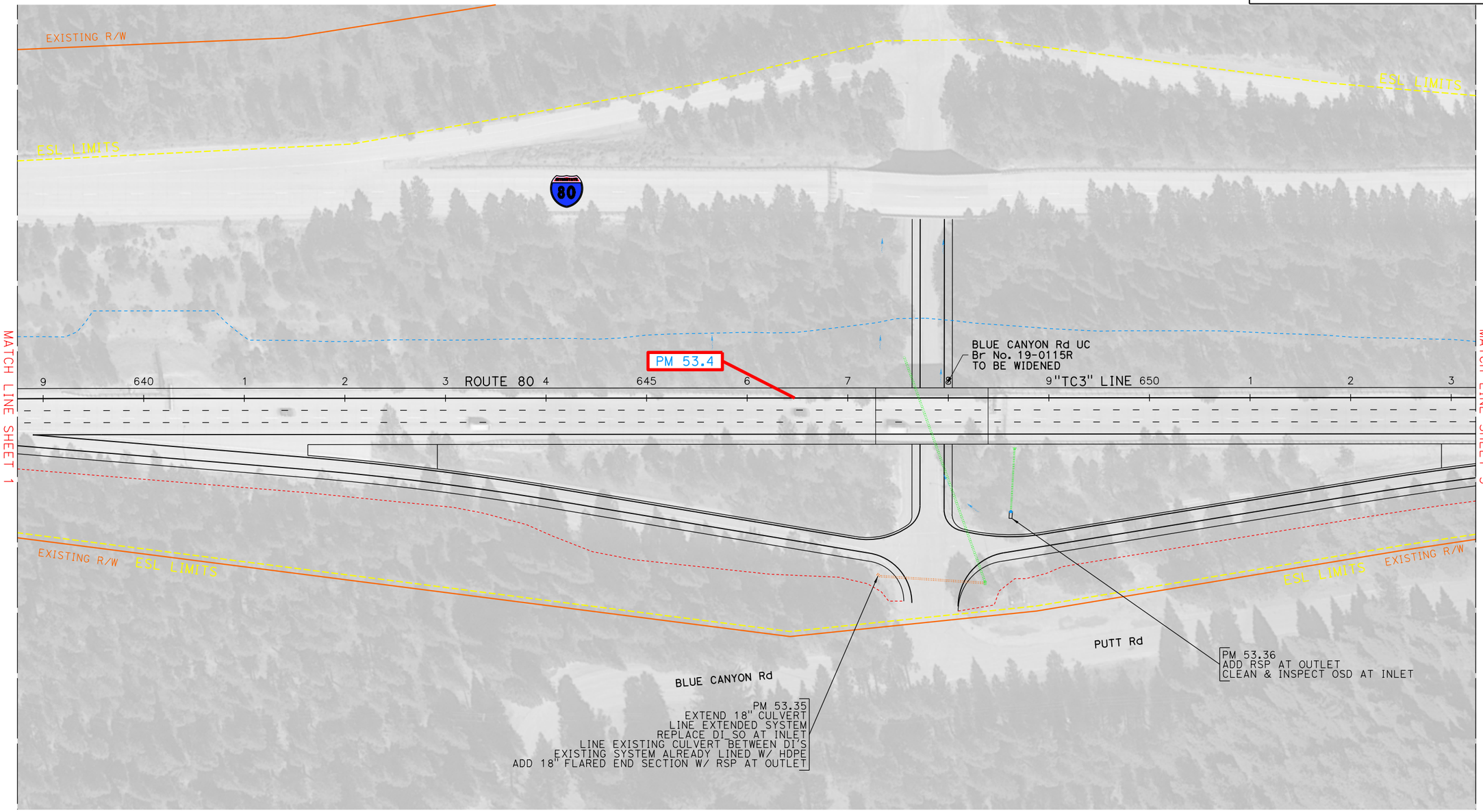

ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.2

LAST REVISION 11-08-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:36

REVISED BY	DATE REVISED

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FUNCTIONAL SUPERVISOR: KEN KEATON

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BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-03.02.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

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BLUE CANYON
T16N R11E MDB&M
SEC 1 & 2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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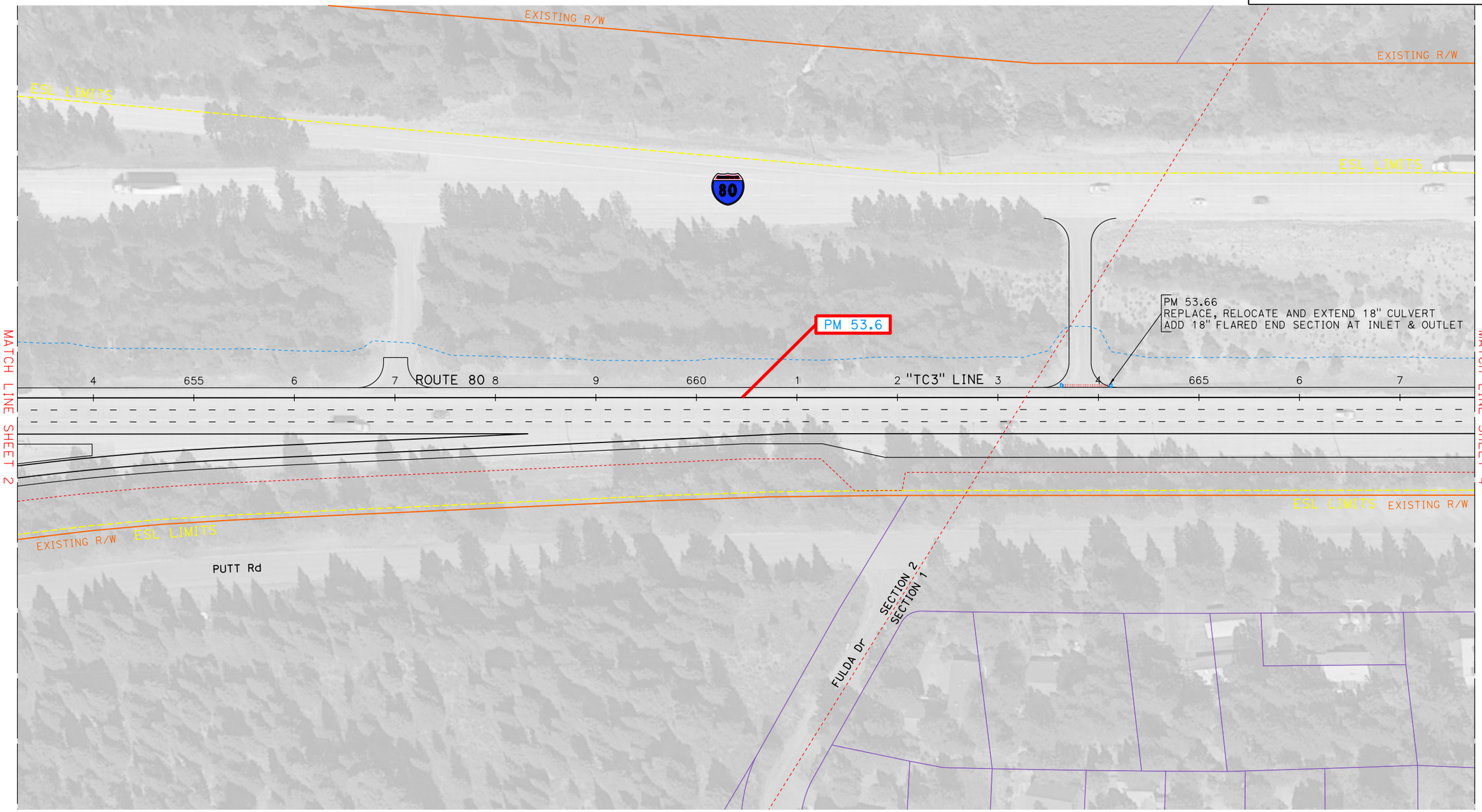

ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.3

REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	KEN KEATON

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LAST REVISION 11-08-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:38

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-03.03.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

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BLUE CANYON
T16N & T17N R11E MDB&M
SEC 1 & 36

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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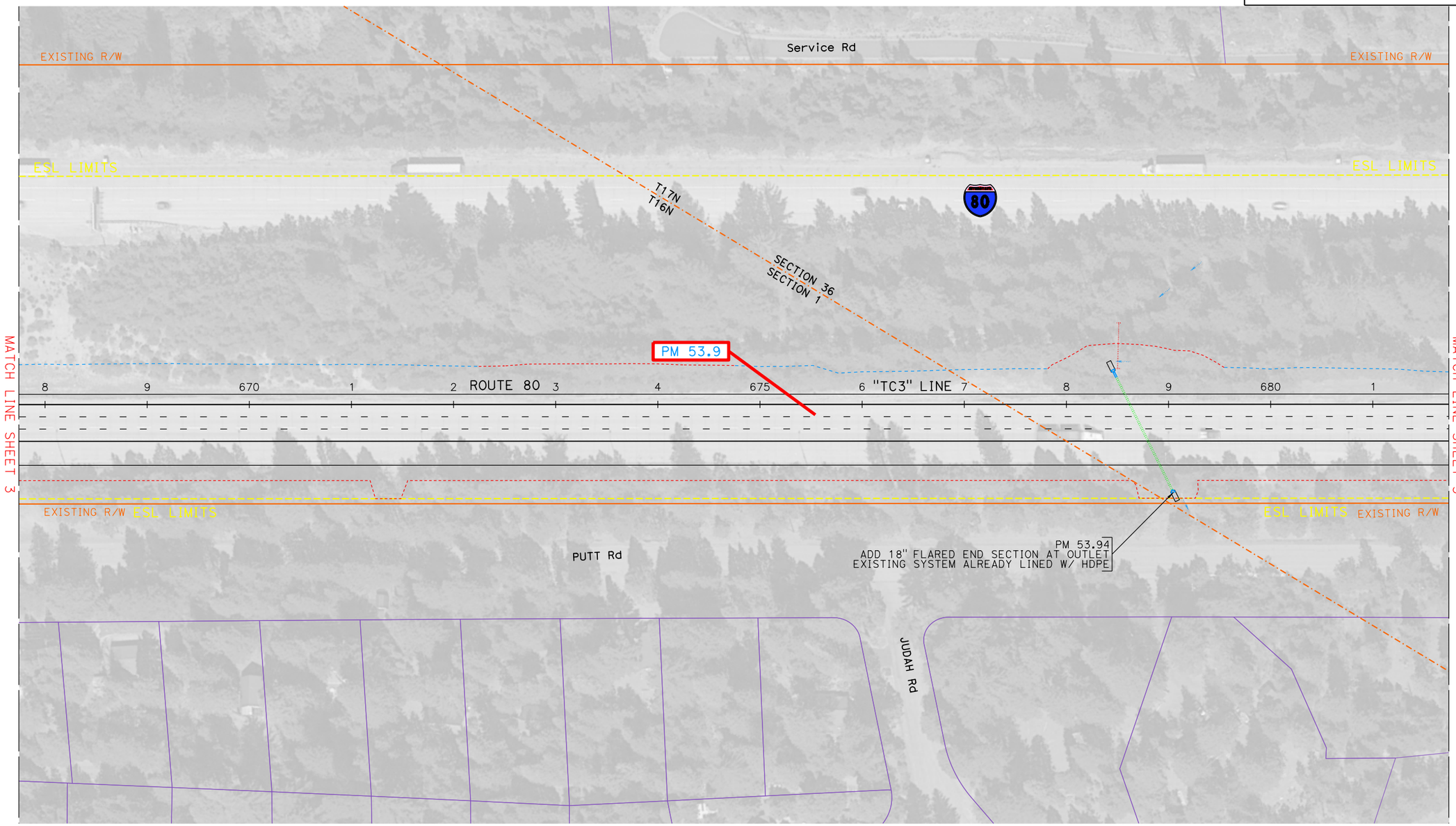

ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.4

LAST REVISION 11-08-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:40

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEITH ELLIS
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FUNCTIONAL SUPERVISOR: KEN KEATON

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BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-03.04.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

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BLUE CANYON
T16N & T17N R11E MDB&M
SEC 1 & 36

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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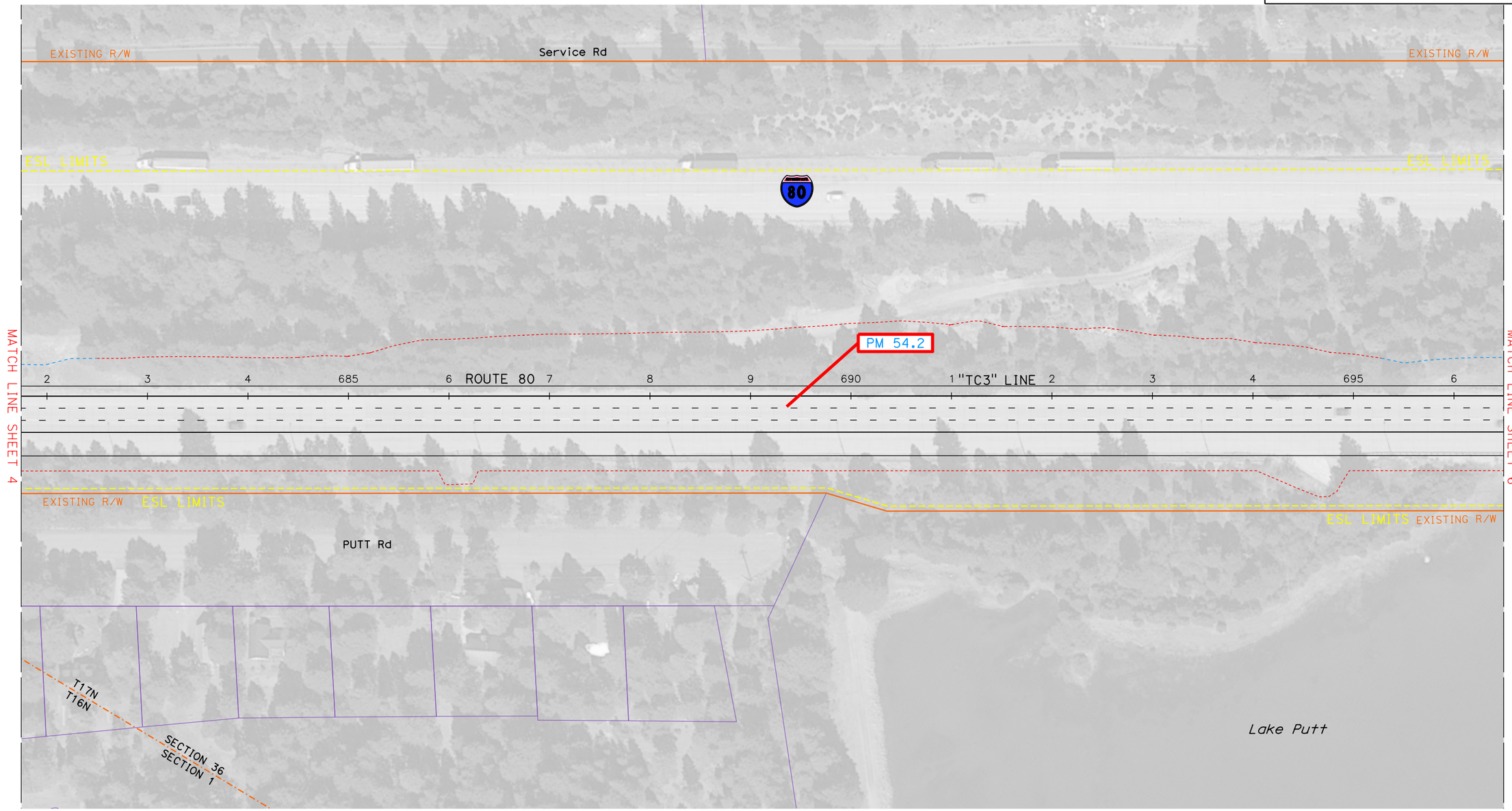

ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.5

LAST REVISION	11-08-21
DATE PLOTTED =>	8-NOV-2021
TIME PLOTTED =>	15:43

REVISED BY	KEITH ELLIS	CALCULATED-DESIGNED BY
DATE REVISED	TRENTON HOFFMAN	CHECKED BY
FUNCTIONAL SUPERVISOR	KEN KEATON	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans	

BORDER LAST REVISED 7/2/2010	USERNAME => s151833 DGN FILE => Loc-03.05.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 0323	PROJECT NUMBER & PHASE	03180000170

NOTES:

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BLUE CANYON
T17N R11E MDB&M
SEC 36

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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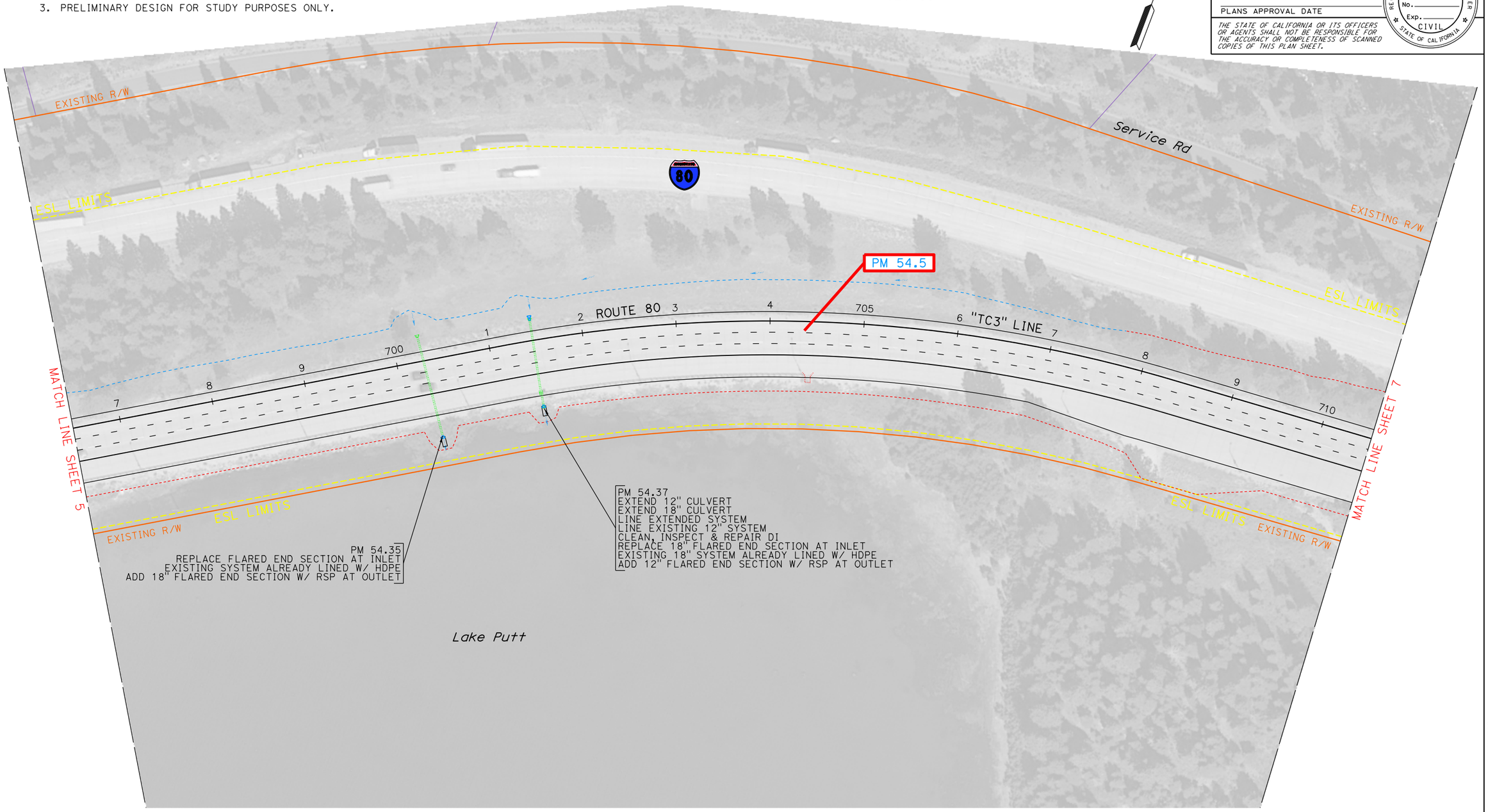

ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.6

REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR
KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:45

BORDER LAST REVISED 7/2/2010

USERNAME => s151833
DGN FILE => Loc-03.06.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0323

PROJECT NUMBER & PHASE 03180000170

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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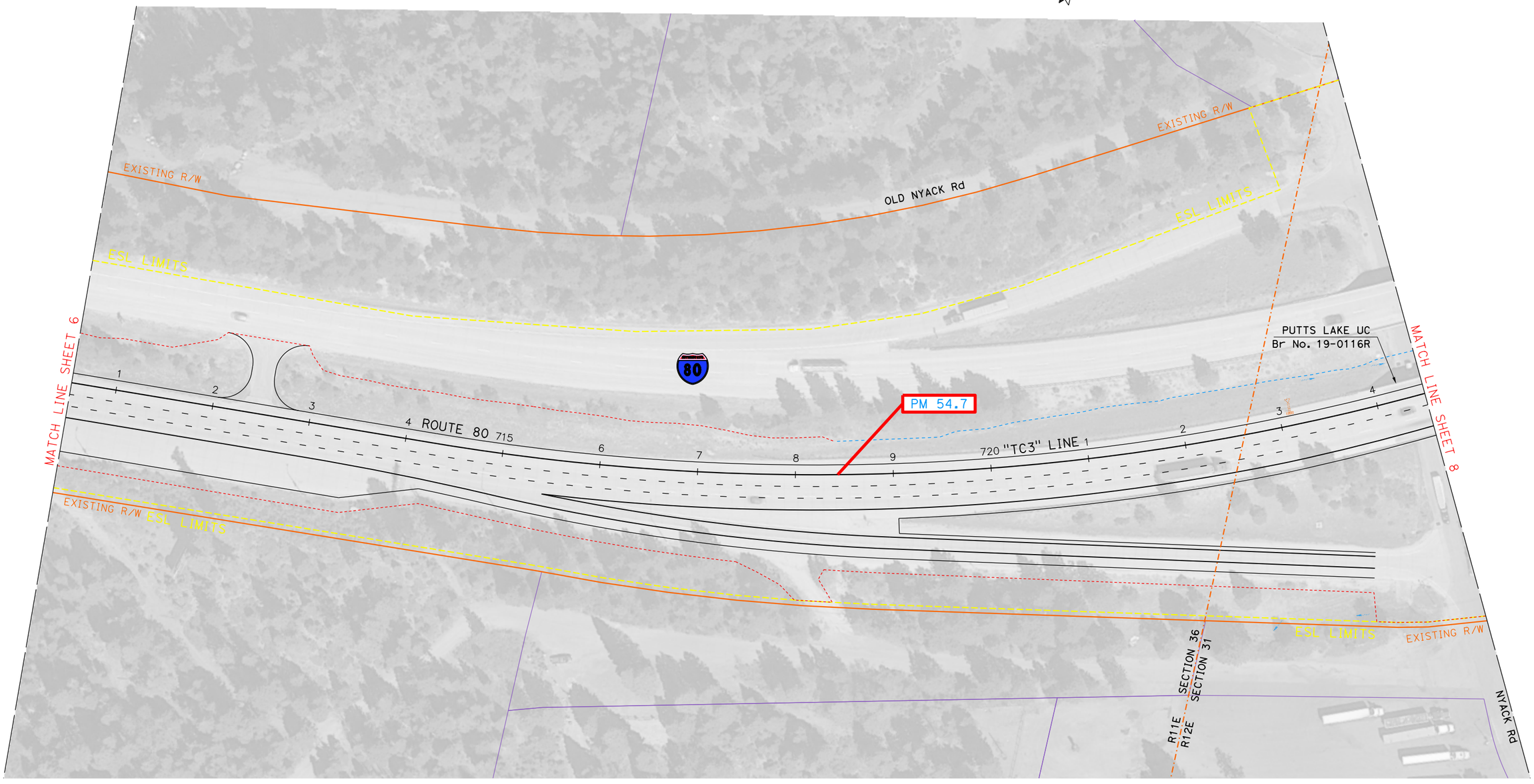
BLUE CANYON
T17N R11E & R12E MDB&M
SEC 31 & 36



ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.7

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEITH ELLIS
CHECKED BY: TRENTON HOFFMAN
FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 11-08-21
DATE PLOTTED => 8-NOV-2021
TIME PLOTTED => 15:47

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-03.07.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. COORDINATE VALUES SHOWN ARE CCS83 ZONE 2. MULTIPLY BY 0.99995 TO OBTAIN GROUND DISTANCES.
3. PRELIMINARY DESIGN FOR STUDY PURPOSES ONLY.

BLUE CANYON
T17N R11E & R12E MDB&M
SEC 31 & 36

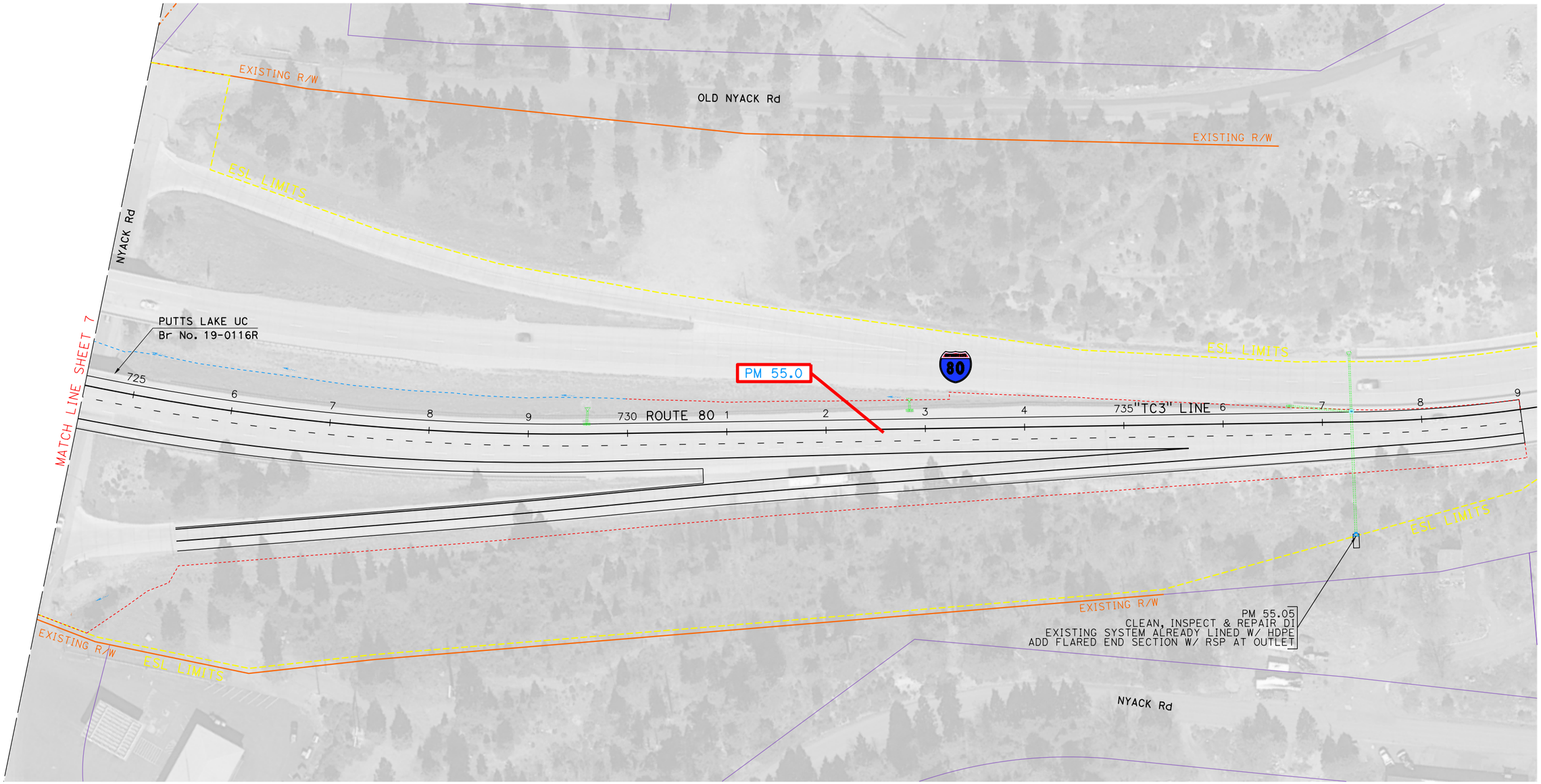
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Pla	80	R26.5/54.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



ESL MAPPING LOCATION 3

SCALE: 1"=100'

SHEET-3.8

LAST REVISION 11-08-21 | DATE PLOTTED => 8-NOV-2021 | TIME PLOTTED => 15:49

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEITH ELLIS	TRENTON HOFFMAN		

FUNCTIONAL SUPERVISOR: KEN KEATON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

BORDER LAST REVISED 7/2/2010 | USERNAME => s151833 | DGN FILE => Loc-03.08.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0323 | PROJECT NUMBER & PHASE 03180000170

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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

Making Conservation a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix C USFWS, CNDDB, CNPS Special Status Species List

United States Department of the Interior

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

In Reply Refer To:
Project Code: 2023-0033368
Project Name: 03-3H590

January 12, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

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

Project Summary

Project Code: 2023-0033368
Project Name: 03-3H590
Project Type: Government / Municipal (Non-Military) Construction
Project Description: PLA-80 PM 26.5/54.7
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.287746999999996,-120.69555457370714,14z

Counties: Placer County, California

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Sierra Nevada Yellow-legged Frog *Rana sierrae* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

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

IPaC User Contact Information

Agency: California Department of Transportation District 3
Name: Sydney Eto
Address: 703 B St.
City: Marysville
State: CA
Zip: 95901
Email sydney.eto@dot.ca.gov
Phone: 5308127404

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Colfax (3912018) OR Chicago Park (3912028) OR Dutch Flat (3912027) OR Blue Canyon (3912036))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Ambystoma macrodactylum sigillatum southern long-toed salamander	G5T4 S3	None None	CDFW_SSC-Species of Special Concern	4,629 5,200	611 S:2	0	0	0	0	0	2	1	1	2	0	0
Aplodontia rufa californica Sierra Nevada mountain beaver	G5T3T4 S2S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern		131 S:1	0	0	0	0	0	1	1	0	1	0	0
Bombus caliginosus obscure bumble bee	G2G3 S1S2	None None	IUCN_VU-Vulnerable	2,450 2,450	181 S:1	0	0	0	0	0	1	1	0	1	0	0
Bombus occidentalis western bumble bee	G3 S1	None Candidate Endangered	IUCN_VU-Vulnerable USFS_S-Sensitive	2,500 2,500	306 S:1	0	0	0	0	0	1	1	0	1	0	0
Calystegia vanzuukiae Van Zuuk's morning-glory	G2Q S2	None None	Rare Plant Rank - 1B.3 BLM_S-Sensitive SB_UCSC-UC Santa Cruz	3,500 3,800	13 S:4	1	1	0	0	0	2	0	4	4	0	0
Carex lasiocarpa woolly-fruited sedge	G5 S2	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	4,950 4,950	20 S:1	1	0	0	0	0	0	0	1	1	0	0
Carex sheldonii Sheldon's sedge	G4 S2	None None	Rare Plant Rank - 2B.2	4,000 4,000	48 S:1	0	0	0	0	1	0	1	0	0	1	0
Chlorogalum grandiflorum Red Hills soaproot	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden	1,940 2,100	137 S:2	0	1	0	0	0	1	1	1	2	0	0
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	G4G5T4 S4	None None	Rare Plant Rank - 4.2 SB_UCSC-UC Santa Cruz	1,600 2,600	89 S:13	2	3	1	3	0	4	1	12	13	0	0
Desmocerus californicus dimorphus valley elderberry longhorn beetle	G3T2T3 S3	Threatened None		1,785 1,870	271 S:2	0	1	1	0	0	0	0	2	2	0	0
Emys marmorata western pond turtle	G3G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	2,278 2,278	1421 S:1	0	0	0	0	0	1	0	1	1	0	0

Government Version -- Dated January, 1 2023 -- Biogeographic Data Branch

Page 1 of 3

Report Printed on Thursday, January 19, 2023

Information Expires 7/1/2023

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Erethizon dorsatum North American porcupine	G5 S3	None None	IUCN_LC-Least Concern	3,883 5,725	523 S:2	0	0	0	0	0	2	0	2	2	0	0
Fen Fen	G2 S1.2	None None		5,700 5,700	6 S:1	1	0	0	0	0	0	1	0	1	0	0
Laterallus jamaicensis coturniculus California black rail	G3T1 S1	None Threatened	BLM_S-Sensitive CDFW_FP-Fully Protected IUCN_EN-Endangered NABCI_RWL-Red Watch List	2,550 2,550	303 S:1	0	0	0	0	0	1	1	0	1	0	0
Margaritifera falcata western pearlshell	G4G5 S1S2	None None	IUCN_NT-Near Threatened	965 965	78 S:1	0	0	0	0	0	1	0	1	1	0	0
Mielichhoferia elongata elongate copper moss	G5 S3S4	None None	Rare Plant Rank - 4.3 USFS_S-Sensitive	3,550 3,550	20 S:1	0	0	0	0	0	1	1	0	1	0	0
Monadenia mormonum buttoni Button's Sierra sideband	G2T1 S1S2	None None	IUCN_DD-Data Deficient	4,500 4,500	5 S:1	0	0	0	0	0	1	1	0	1	0	0
Packera layneae Layne's ragwort	G2 S2	Threatened Rare	Rare Plant Rank - 1B.2 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_UCBG-UC Botanical Garden at Berkeley SB_UCSC-UC Santa Cruz	3,775 3,775	48 S:1	0	1	0	0	0	0	0	1	1	0	0
Pekania pennanti Fisher	G5 S2S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	2,400 2,400	555 S:1	0	0	0	0	0	1	1	0	1	0	0
Phacelia stebbinsii Stebbins' phacelia	G3 S3	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	3,520 5,100	79 S:2	0	1	1	0	0	0	0	2	2	0	0
Phrynosoma blainvillii coast horned lizard	G3G4 S4	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	2,400 3,200	784 S:3	0	0	0	0	0	3	3	0	3	0	0

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Report Printed on Thursday, January 19, 2023

Information Expires 7/1/2023

Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Poa sierrae Sierra blue grass	G3 S3	None None	Rare Plant Rank - 1B.3 BLM_S-Sensitive USFS_S-Sensitive	1,200 4,700	88 S:10	0	0	0	0	0	10	4	6	10	0	0
Rana boylii pop. 3 foothill yellow-legged frog - north Sierra DPS	G3T2 S2	None Threatened	BLM_S-Sensitive USFS_S-Sensitive	840 5,000	237 S:48	6	9	5	0	0	28	12	36	48	0	0
Rhynchospora capitellata brownish beaked-rush	G5 S1	None None	Rare Plant Rank - 2B.2 IUCN_LC-Least Concern	3,100 3,100	25 S:1	0	0	1	0	0	0	1	0	1	0	0
Schoenoplectus subterminalis water bulrush	G5 S3	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	4,950 4,950	32 S:1	0	1	0	0	0	0	0	1	1	0	0
Sidalcea stipularis Scadden Flat checkerbloom	G1 S1	None Endangered	Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	2,600 2,600	2 S:1	0	0	0	1	0	0	1	0	1	0	0
Viola tomentosa felt-leaved violet	G3 S3	None None	Rare Plant Rank - 4.2	5,140 5,300	54 S:3	0	1	0	1	0	1	3	0	3	0	0

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Report Printed on Thursday, January 19, 2023

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Information Expires 7/1/2023

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

28 matches found. Click on scientific name for details

Search Criteria: Quad is one of [3912018:3912028:3912027:3912036]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Allium sanbornii var. congdonii	Congdon's onion	Alliaceae	perennial bulbiferous herb	Apr-Jul	None	None	G4T3	S3	4.3	Yes	1994-01-01	 © 2008 Steven Perry
Allium sanbornii var. sanbornii	Sanborn's onion	Alliaceae	perennial bulbiferous herb	May-Sep	None	None	G4T4?	S3S4	4.2		1994-01-01	 ©2018 Steven Perry
Calystegia vanzuukiae	Van Zuuk's morning-glory	Convolvulaceae	perennial rhizomatous herb	May-Aug	None	None	G2Q	S2	1B.3	Yes	2014-07-16	No Photo Available
Carex lasiocarpa	woolly-fruited sedge	Cyperaceae	perennial rhizomatous herb	Jun-Jul	None	None	G5	S2	2B.3		1980-01-01	 © 2011 Sierra Pacific Industries
Carex sheldonii	Sheldon's sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	None	None	G4	S2	2B.2		1980-01-01	 ©2015 Steve Matson
Ceanothus fresnensis	Fresno ceanothus	Rhamnaceae	perennial evergreen shrub	(Apr)May-Jul	None	None	G4	S4	4.3	Yes	1980-01-01	No Photo Available
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	(Mar)May-Jul	None	None	G4G5T4	S4	4.2	Yes	2001-01-01	No Photo Available

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Claytonia parviflora ssp. *grandiflora*	streambank spring beauty	Montiaceae	annual herb	Feb-May	None	None	G5T3	S3	4.2	Yes	2006-09-29	No Photo Available
Darlingtonia californica	California pitcherplant	Sarraceniaceae	perennial rhizomatous herb (carnivorous)	Apr-Aug	None	None	G4	S4	4.2		1980-01-01	 © 2021 Scot Loring
Eriogonum tripodum	tripod buckwheat	Polygonaceae	perennial deciduous shrub	May-Jul	None	None	G4	S4	4.2	Yes	1974-01-01	 ©2008 Steven Perry
Githopsis pulchella ssp. *serpentinicola*	serpentine bluecup	Campanulaceae	annual herb	May-Jun	None	None	G4T3	S3	4.3	Yes	2001-01-01	 © 2019 Barry Breckling
Jensia yosemitana	Yosemite tarplant	Asteraceae	annual herb	(Apr)May-Jul	None	None	G3	S3	3.2	Yes	1994-01-01	No Photo Available
Lewisia kelloggii ssp. *hutchisonii*	Hutchison's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T3Q	S3	3.2	Yes	2001-01-01	 Dean Wm. Taylor 2006
Lilium humboldtii ssp. *humboldtii*	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	None	None	G4T3	S3	4.2	Yes	1994-01-01	 © 2008 Sierra Pacific Industries
Lycopus uniflorus	northern bugleweed	Lamiaceae	perennial herb	Jul-Sep	None	None	G5	S4	4.3		1980-01-01	 © 2021 Scot Loring
Mielichhoferia elongata	elongate copper moss	Mielichhoferiaceae	moss		None	None	G5	S3S4	4.3		2001-01-01	 © 2012 John Game
Packera layneae	Layne's ragwort	Asteraceae	perennial herb	Apr-Aug	FT	CR	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
Phacelia stebbinsii	Stebbins' phacelia	Hydrophyllaceae	annual herb	May-Jul	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Piperia leptopetala	narrow-petaled rein orchid	Orchidaceae	perennial herb	May-Jul	None	None	G4	S4	4.3	Yes	2001-01-01	No Photo Available
Poa sierrae	Sierra blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	None	None	G3	S3	1B.3	Yes	2010-06-10	 © 2012 Belinda Lo
Pseudostellaria sierrae	Sierra starwort	Caryophyllaceae	perennial rhizomatous herb	May-Aug	None	None	G3G4	S3	4.2	Yes	2004-01-01	No Photo Available
Rhynchospora capitellata	brownish beaked-rush	Cyperaceae	perennial herb	Jul-Aug	None	None	G5	S1	2B.2		1974-01-01	 ©2004 Dean Wm. Taylor
Schoenoplectus subterminalis	water bulrush	Cyperaceae	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	None	None	G5	S3	2B.3		1980-01-01	 Dean Wm. Taylor (1996)
Sidalcea gigantea	giant checkerbloom	Malvaceae	perennial rhizomatous herb	(Jan-Jun)Jul-Oct	None	None	G3	S3	4.3	Yes	2012-07-10	 ©2018 Sierra Pacific Industries
Sidalcea stipularis	Scadden Flat checkerbloom	Malvaceae	perennial rhizomatous herb	Jul-Aug	None	CE	G1	S1	1B.1	Yes	1980-01-01	No Photo Available
Stellaria obtusa	obtuse starwort	Caryophyllaceae	perennial rhizomatous herb	May-Sep(Oct)	None	None	G5	S4	4.3		1988-01-01	 ©2014 Kirsten Bovee
Viola tomentosa	felt-leaved violet	Violaceae	perennial herb	(Apr)May-Oct	None	None	G3	S3	4.2	Yes	1974-01-01	No Photo Available

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USDA Forest Service, Pacific Southwest Region

Sensitive Animal Species by Forest

6/30/2013; Updated 9/9/2013

Scientific Name	Common Name	Angeles	Cleveland	Eldorado	Inyo	Klamath	Lassen	Los Padres	Mendocino	Modoc	Plumas	San Bernardino	Sequoia	Shasta-Trinity	Sierra	Six Rivers	Stanislaus	Tahoe	Lake Tahoe Basin
BIRDS (12)																			
Accipiter gentilis	Northern goshawk	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Campylorhynchus brunneicapillus sandiegensis	San Diego cactus wren		X									X							
Centrocercus urophasianus	Greater sage-grouse				X					X									
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	X	X		X							X	X			X			
Coturnicops noveboracensis	Yellow rail						X							X					
Empidonax traillii	Willow flycatcher			X	X	X	X	X	X		X	X	X	X	X		X	X	X
Grus canadensis tabida	Greater sandhill crane					X	X			X	X							X	
Haliaeetus leucocephalus	Bald eagle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pelicanus occidentalis	Brown pelican		X					X				X							
Strix nebulosa	Great gray owl			X	X	X	X			X	X		X		X		X	X	X
Strix occidentalis occidentalis	California spotted owl	X	X	X	X		X	X		X	X	X	X		X		X	X	X
Vireo vicinior	Gray vireo	X	X									X							
MAMMALS (13)																			
Antrozous pallidus	Pallid bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Brachylagus idahoensis	Pygmy rabbit				X					X									
Corynorhinus townsendii	Townsend's big-eared bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Glaucomys sabrinus californicus	San Bernardino flying squirrel											X							
Gulo gulo luscus	North American wolverine			X	X	X	X		X	X	X		X	X	X	X	X	X	X
Martes caurina	Pacific marten			X	X	X	X		X	X	X		X	X	X	X	X	X	X
Pekania pennanti	Fisher			X	X	X	X		X		X		X	X	X	X	X	X	
Myotis thysanodes	Fringed myotis	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ovis canadensis nelsoni	San Gabriel Mountains bighorn sheep	X										X							
Perognathus alticolus alticolus	White-eared pocket mouse											X							
Perognathus alticolus inexpectatus	Tehachapi pocket mouse	X						X											
Tamias speciosus callipeplus	Mount Pinos lodgepole chipmunk							X											
Vulpes vulpes necator	Sierra Nevada red fox				?		X										X		
AMPHIBIANS (21)																			
Anaxyrus canorus	Yosemite toad			X	X										X		X		
Anaxyrus exsul	Black toad				X														
Batrachoseps bramei	Fairview slender salamander												X						
Batrachoseps campi	Inyo Mountain salamander				X														
Batrachoseps gabrieli	San Gabriel Mountains slender salamander	X										X							
Batrachoseps incognitus	San Simeon slender salamander							X											
Batrachoseps minor	Lesser slender salamander							X											
Batrachoseps regius	Kings River slender salamander														X				
Batrachoseps relictus	Relictual slender salamander												X						
Batrachoseps simatus	Kern Canyon slender salamander												X						
Ensatina eschscholtzii croceater	Yellow-blotched salamander	X						X					X						
Ensatina eschscholtzii klauberi	Large-blotched salamander		X									X							
Hydromantes brunus	Limestone salamander														X		X		
Hydromantes shastae	Shasta salamander													X					
Plethodon stormi	Siskiyou Mountain salamander					X													

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Rana aurora aurora	Northern red-legged frog													X		X			
Rana boylii	Foothill yellow-legged frog			X		X	X	X	X		X		X	X	X	X	X	X	
Rana cascadae	Cascade frog					X	X							X					
Rana muscosa	Mountain yellow-legged frog: Southern Sierra DPS				X								X						
Rana sierrae	Sierra Nevada yellow-legged frog			X	X		X				X				X		X	X	X
Rhyacotriton variegatus	Southern torrent salamander					X								X		X			
REPTILES (12)																			
Emys marmorata	Western pond turtle	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	
Anniella pulchra	California legless lizard	X	X					X				X	X						
Aspidoscelis hyperythra	Orange-throated whiptail		X									X							
Charina umbratica	Southern rubber boa											X							
Crotalus ruber ruber	Red diamond rattlesnake		X									X							
Diadophis punctatus modestus	San Bernardino ringneck snake	X						X				X							
Diadophis punctatus similus	San Diego ringneck snake		X									X							
Elgaria panamintina	Panamint alligator lizard				X														
Lampropeltis zonata parvirubra	San Bernardino Mountain kingsnake	X										X							
Lampropeltis zonata pulchra	San Diego Mountain kingsnake		X																
Lichanura orcutti	Coastal rosy boa or 3-lined boa	X	X									X							
Thamnophis hammondii	Two-striped garter snake	X	X					X				X							
INVERTEBRATES, TERRESTRIAL (24)																			
Bombus occidentalis	Western bumble bee			X		X	X			X	X			X		X		X	X
Danaus plexippus	Monarch butterfly							X											
Euphilotes baueri (battoides) vernalis	Vernal blue butterfly											X							
Euphilotes enoptes cryptorufes	Pratt's blue butterfly											X							
Euphilotes enoptes nr. *Dammersi*	Dammer's blue butterfly											X							
Euphydryas editha bingi	Bing's checkerspot butterfly									X									
Euphydryas editha ehrlichi	Ehrlich's checkerspot butterfly											X							
Euphydryas editha karinae	Karin's checkerspot butterfly								X										
Euphydryas editha monoensis	Mono Lake checkerspot butterfly				X														
Glaucopsyche piasus nr. *sagittegera*	Arrowhead blue butterfly											X							
Hermelyceana hermes	Hermes copper butterfly		X																
Incisalia mossii hidakupa	San Gabriel Mountains elfin											X							
Monadenia troglodytes troglodytes	Shasta sideband snail													X					
Monadenia troglodytes wintu	Wintu sideband snail													X					
Plebejus saepiolus aureolus	San Gabriel Mountains blue butterfly	X										X							
Plebulina emigdionis	San Emigdio blue butterfly	X			X							X							
Polites mardon	Mardon skipper															X			
Rothelix warnerfontis	Warner Spring shoulderband snail		X																
Speyeria egleis tehachapina	Tehachapi fritillary butterfly												X						
Speyeria nokomis apacheana	Apache silverspot butterfly				X														
Trilobopsis roperi	Shasta chaparral snail													X					
Trilobopsis tehamana	Tehama chaparral snail					X								X					
Vespericola pressleyi	Big Bar hesperian snail													X					
Vespericola shasta	Shasta hesperian snail						X							X					
INVERTEBRATES, AQUATIC - Mollusks (13)																			

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Anodonta californiensis	California floater (freshwater mussel)						X			X				X		X		X	
Fluminicola seminalis	Nugget pebblesnail						X							X					
Helisoma newberryi newberryi	Great Basin rams-horn (snail)						X											X	X
Juga (Calibasis) acutifilosa	Topaz juga (snail)						X			X									
Juga chacei	Chace juga (snail)															X			
Juga nigrina	Black juga (snail)						X			X				X				X	
Juga (Calibasis) occata	Scalloped juga (snail)						X							X					
Lanx patelloides	Kneecap lanx (limpet)						X							X					
Pisidium (Cyclocalyx) ultramontanum	Montane peaclam						X							X					
Pristinicola hemphilli	Pristine springsnail															X			
Pyrgulopsis lasseni	Willow Creek pyrg (springsnail)									X									
Pyrgulopsis owensensis	Owen's Valley springsnail				X														
Pyrgulopsis wongi	Wong's springsnail				X														
FISHES (22)																			
Catostomus occidentalis lacusanserinus	Goose Lake sucker									X									
Entosphenus similis	Klamath River lamprey					X													
Entosphenus tridentatus	Pacific lamprey			X		X	X	X	X	X				X		X			
Gila bicolor pectinifer	Lahontan Lake tui chub																	X	X
Gila bicolor thallassina	Goose Lake tui chub									X									
Gila orcutti	Arroyo chub	X	X					X				X							
Lampetra hubbsi	Kern brook lamprey												X		X				
Lampetra richardsoni	Western brook lamprey					X			X							X			
Lampetra tridentata ssp.	Goose Lake lamprey									X									
Lavinia exilicauda chi	Clear Lake hitch								X										
Mylopharodon conocephalus	Hardhead			X			X		X	X	X		X	X	X		X	X	
Oncorhynchus clarkii	Coastal run cutthroat trout															X			
Oncorhynchus mykiss	Steelhead - Klamath Mountains Province ESU					X								X		X			
Oncorhynchus mykiss aguabonita	California golden trout				X								X						
Oncorhynchus mykiss aquilarum (pop 5)	Eagle Lake rainbow trout						X												
Oncorhynchus mykiss gilberti	Kern River rainbow trout												X						
Oncorhynchus mykiss pop 4	Warner Valley redband trout									X									
Oncorhynchus mykiss pop 6	Goose Lake redband trout						X			X									
Oncorhynchus mykiss pop 7	McCloud River redband trout													X					
Oncorhynchus tshawytscha	Upper Klamath-Trinity chinook ESU					X								X		X			
Oncorhynchus tshawytscha ssp.	SONCC Chinook salmon															X			
Rhinichthys osculus ssp 8	Santa Ana speckled dace	X	X									X							
R5 Total Sensitive Animals = 124	Total # Sensitive Animals per Forest	22	22	18	27	23	32	21	16	26	17	36	25	34	19	24	18	21	14
		ANG	CLE	ELD	INY	KNF	LAS	LP	MEN	MOD	PLU	SB	SEQ	S-T	SIE	6R	STAN	TAH	LTB

Note: Common names may not always meet official standards used by various scientific organizations, but have been edited for document consistency.
Only the first letter of the common name has been capitalized unless referring to a personal or geographic name.

USDA Forest Service, Pacific Southwest Region
Sensitive Plant Species by Forest

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Scientific Name (Common Name)																		
Abies bracteata (bristlecone fir)																	X	
Abronia alpina (Ramshaw Meadows abronia)									X									
Abronia nana var. covillei (Coville's dwarf abronia)									X									X
Abronia villosa var. aurita (chaparral sand-verbena)																X		X
Acanthoscyphus parishii var. abramsii (Abrams' oxytheca)															X		X	
Acanthoscyphus parishii var. cienegensis (Cienega Seca oxytheca)																		X
Agrostis hooveri (Hoover's bentgrass)																	X	
Allium hickmanii (Hickman's onion)																	X	
Allium howellii var. clokeyi (Mt. Pinos onion)																	X	
Allium jepsonii (Jepson's onion)							X							X				
Allium marvinii (Yucaipa onion)																		X
Allium tribracteatum (three-bracted onion)								X						X				
Allium yosemitense (Yosemite onion)													X	X				
Anisocarpus scabridus (scabrid alpine tarplant)		X	X	X														
Antennaria marginata (white-margined everlasting)																		X
Antirrhinum subcordatum (dimorphic snapdragon)		X																
Arabis rigidissima var. demota (Galena Creek rockcress)										X	X							
Arctostaphylos cruzensis (Arroyo de la Cruz manzanita)																	X	
Arctostaphylos edmundsii (Little Sur manzanita)																	X	
Arctostaphylos glandulosa ssp. gabrielensis (San Gabriel manzanita)															X			X
Arctostaphylos hooveri (Hoover's manzanita)																	X	
Arctostaphylos luciana (Santa Lucia manzanita)																	X	
Arctostaphylos nissenana (Nissenan manzanita)								X						X				
Arctostaphylos obispoensis (Bishop manzanita)																	X	
Arctostphylos parryana ssp. tumescens (interior manzanita)															X			X
Arctostaphylos pilosula (Santa Margarita manzanita)																	X	
Arctostaphylos rainbowensis (Rainbow manzanita)																X		
Arctostaphylos refugioensis (Refugio manzanita)																	X	
Arenaria lanuginosa ssp. saxosa (rock sandwort)																		X
Astragalus anxius (Ash Valley milk-vetch)						X												
Astragalus bernardinus (San Bernardino milk-vetch)																		X
Astragalus bicristatus (crested milk-vetch)															X			X
Astragalus cimae var. sufflatus (inflated Cima milk-vetch)									X									

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Astragalus deanei (Dean's milk-vetch)																X		
Astragalus douglasii var. perstrictus (Jacumba milk-vetch)																X		
Astragalus ertterae (Walker Pass milk-vetch)												X						
Astragalus johannis-howellii (Long Valley milk-vetch)									X									
Astragalus lemmonii (Lemmon's milk-vetch)						X	X		X		X							
Astragalus lentiformis (lens-pod milk-vetch)							X											
Astragalus lentiginosus var. antonius (San Antonio milk-vetch)															X			X
Astragalus lentiginosus var. kernensis (Kern Plateau milk-vetch)									X			X						
Astragalus lentiginosus var. sierrae (Big Bear Valley milk-vetch)																		X
Astragalus monoensis (Mono milk-vetch)									X									
Astragalus oocarpus (San Diego milk-vetch)																X		
Astragalus pachypus var. jaegeri (Jaeger's milk-vetch)																X		X
Astragalus pulsiferae var. coronensis (Modoc Plateau milk-vetch)						X	X				X							
Astragalus pulsiferae var. pulsiferae (Pulsifer's milk-vetch)							X											
Astragalus pulsiferae var. suksdorfii (Suksdorf's milk-vetch)					X													
Astragalus ravenii (Raven's milk-vetch)									X									
Astragalus tidestromii (Tidestrom's milk-vetch)																		X
Astragalus webberi (Webber's milk-vetch)							X				X							
Atriplex parishii (Parish's bristlescale)																X		X
Baccharis plummerae ssp. glabrata (San Simeon baccharis)																	X	
Balsamorhiza macrolepis (big-scale balsamroot)		X					X	X						X				
Bensoniella oregona (bensoniella)				X														
Bloomeria humilis (dwarf goldenstar)																	X	
Boechera bodiensis (Bodie Hills rockcress)									X									
Boechera constancei (Constance's rockcress)					X		X											
Boechera evadens (hidden rockcress)									X			X		X				
Boechera johnstonii (Johnston's rockcress)																		X
Boechera koehleri (Koehler's rockcress)				X														
Boechera parishii (Parish's rockcress)																		X
Boechera peirsonii (San Bernardino rockcress)																		X
Boechera pinzliae (Pinzl's rockcress)									X									
Boechera shevockii (Shevock's rockcress)												X						
Boechera shockleyi (Shockley's rockcress)									X									X
Boechera tiehmii (Tiehm's rockcress)									X	X								

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Boechera tularensis (Tulare rockcress)									X	X		X	X					
Boletus pulcherrimus (red-pored bolete)	X		X	X							X							
Botrychium ascendens (upswept moonwort)					X	X	X	X	X	X	X		X	X				
Botrychium crenulatum (scalloped moonwort)	X	X	X		X	X	X	X	X	X	X	X	X	X	X			X
Botrychium lineare (slender moonwort)									X	X			X	X				
Botrychium lunaria (common moonwort)	X				X	X	X	X	X	X	X		X	X				
Botrychium minganense (mingan moonwort)	X		X		X	X	X	X	X	X	X	X	X	X				
Botrychium montanum (western goblin)	X				X	X	X	X		X	X	X	X	X				
Botrychium paradoxum (paradox moonwort)								X	X				X					
Botrychium pedunculosum (stalked moonwort)					X			X						X				
Botrychium pinnatum (northwestern moonwort)	X		X		X	X	X							X				
Botrychium pumicola (pumice moonwort)	X		X															
Botrychium tunux (moosewort)									X				X	X				
Botrychium yaaxudakeit (giant moonwort)									X				X	X				
Brodiaea insignis (Kaweah brodiaea)												X						
Brodiaea orcuttii (Orcutt's brodiaea)																X		
Brodiaea rosea (Indian Valley brodiaea)		X																
Brodiaea santarosae (Santa Rosa basalt brodiaea)																X		
Bruchia bolanderi (Bolander's bruchia)					X	X	X	X	X	X	X	X	X	X				
Buxbaumia viridis (buxbaumia moss)	X		X	X	X	X	X											
Calicium adspersum (stubble lichen)				X														
Calochortus clavatus var. avius (Pleasant Valley mariposa-lily)								X						X				
Calochortus clarvatus var. clavatus (club-haired mariposa-lily)															X		X	
Calochortus clavatus var. gracilis (slender mariposa-lily)															X		X	
Calochortus dunnii (Dunn's mariposa-lily)																X		
Calochortus excavatus (Inyo County star-tulip)									X									
Calochortus fimbriatus (late-flowered mariposa-lily)															X		X	
Calochortus greenei (Greene's mariposa-lily)	X		X															
Calochortus longebarbatus var. longebarbatus (long-haired star-tulip)			X		X	X												
Calochortus obispoensis (San Luis mariposa-lily)																	X	
Calochortus palmeri var. munzii (San Jacinto mariposa-lily)																		X
Calochortus palmeri var. palmeri (Palmer's mariposa-lily)												X			X		X	X
Calochortus persistens (Siskiyou mariposa-lily)	X																	
Calochortus simulans (La Panza mariposa-lily)																	X	

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Calochortus striatus (alkali mariposa-lily)												X			X			X
Calochortus weedii var. intermedius (intermediate mariposa-lily)																X		
Calochortus westonii (Shirley Meadows star-tulip)												X						
Calycadenia micrantha (small-flowered calycadenia)		X		X													X	
Calycadenia oppositifolia (Butte County calycadenia)							X											
Calycadenia villosa (dwarf calycadenia)																	X	
Calyptridium pygmaeum (pygmy pussypaws)									X			X	X					X
Camissonia sierrae ssp. alticola (Mono Hot Springs evening-primrose)													X					
Camissoniopsis hardhamiae (Hardham's evening-primrose)																	X	
Campanula shetleri (Castle Crags harebell)			X															
Campanula wilkinsiana (Wilkin's harebell)	X		X															
Canbya candida (white pygmy-poppy)												X			X			X
Carex obispoensis (San Luis Obispo sedge)																	X	
Carex tiogana (Tioga Pass sedge)									X									
Carlquista muirii (Muir's tarplant)												X	X				X	
Carpenteria californica (tree-anemone)													X					
Castilleja gleasonii (Mt. Gleason paintbrush)															X			
Castilleja lasiorhyncha (San Bernardino Mountains owl's-clover)																X		X
Castilleja plagiotoma (Mojave paintbrush)															X		X	X
Caulanthus amplexicaulis var. barbarae (Santa Barbara jewel-flower)																	X	
Caulanthus lemmonii (Lemmon's jewel-flower)																	X	
Caulanthus simulans (Payson's jewel-flower)																X		X
Ceanothus cyaneus (Lakeside ceanothus)																X		
Chaenactis suffrutescens (Shasta chaenactis)	X		X															
Chlorogalum pomeridianum var. minus (dwarf soaproot)																	X	
Chorizanthe blakleyi (Blakley's spineflower)																	X	
Chorizanthe breweri (Brewer's spineflower)																	X	
Chorizanthe parryi var. fernandina (San Fernando Valley spineflower)															X		X	
Chorizanthe parryi var. parryi (Parry's spineflower)															X	X		X
Chorizanthe rectispina (straight-awned spineflower)																	X	
Chorizanthe xanti var. leucotheca (white-bracted spineflower)																		X
Cinna bolanderi (Bolander's woodreed)												X	X					
Cladium californica (California saw-grass)									X						X		X	X
Clarkia australis (Small's southern clarkia)														X				

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Clarkia biloba ssp. australis (Mariposa clarkia)													X	X				
Clarkia borealis ssp. borealis (northern clarkia)			X															
Clarkia gracilis ssp. albicaulis (white-stemmed clarkia)					X		X											
Clarkia jolonensis (Jolon clarkia)																	X	
Clarkia lingulata (Merced clarkia)													X	X				
Clarkia mildrediae ssp. mildrediae (Mildred's clarkia)					X		X											
Clarkia mosquinii (Mosquin's clarkia)							X											
Claytonia lanceolata var. peirsonii (Peirson's spring beauty)															X			X
Clinopodium chandleri (San Miguel savory)																X		
Collomia larsenii (talus collomia)			X		X	X												
Collomia rawsoniana (Rawson's flaming trumpet)													X					
Cordylanthus eremicus ssp. kernensis (Kern Plateau bird's beak)									X			X						
Cordylanthus tenuis ssp. pallescens (pallid bird's-beak)			X															
Cryptantha circumscissa var. rosulata (rosette cushion cryptantha)									X			X						
Cryptantha crinita (silky cryptantha)					X													
Cryptantha incana (Tulare cryptantha)									X			X						
Cryptantha roosiorum (bristlecone cryptantha)									X									
Cudonia monticola (mountain cudonia)	X		X	X														
Cypripedium fasciculatum (clustered lady's-slipper)	X	X	X	X	X		X				X							
Cypripedium montanum (mountain lady's-slipper)	X	X	X	X	X	X	X	X			X		X	X				
Dacrophyllum falcifolium (tear drop moss)																	X	
Dedeckera eurekensis (July gold)									X									
Deinandra floribunda (Tecate tarplant)																X		
Deinandra mohavensis (Mojave tarplant)												X			X	X		X
Delphinium hesperium ssp. cuyamacae (Cuyamaca larkspur)																X		X
Delphinium hutchinsoniae (Hutchinson's larkspur)																	X	
Delphinium inopinum (unexpected larkspur)												X	X					
Delphinium parryi ssp. purpureum (Mt. Pinos larkspur)																	X	
Delpinium purpusii (rose-flowered larkspur)												X						
Delphinium umbraculorum (umbrella larkspur)																	X	
Dendrocollybia racemosa (branched collybia)	X		X	X			X			X	X			X				
Dicentra nevadensis (Tulare County bleeding heart)												X	X					
Dieteria asteroides var. lagunensis (Mount Laguna aster)																X		
Dieteria canescens var. ziegleri (Ziegler's aster)																		X

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Draba asterophora var. asterophora (Tahoe draba)								X	X	X				X				
Draba asterophora var. macrocarpa (Cup Lake draba)								X		X				X				
Draba carnosula (Mt. Eddy draba)	X		X	X														
Draba cruciata (Mineral King draba)									X	X		X						
Draba incrassata (Sweetwater Mountains draba)									X									
Draba monoensis (White Mountains draba)									X									
Draba saxosa (Southern California rock draba)																		X
Draba sharsmithii (Mt. Whitney draba)									X				X					
Drymocallis cuneifolia var. cuneifolia (wedgeleaf woodbeauty)																		X
Drymocallis cuneifolia var. ewanii (Ewan's cinquefoil)															X			X
Dudleya abramsii ssp. affinis (San Bernardino Mountains dudleya)																		X
Dudleya cymosa ssp. costatifolia (Pierpoint Springs dudleya)												X						
Dudleya cymosa ssp. crebrifolia (San Gabriel River dudleya)															X			
Dudleya densiflora (San Gabriel Mountains dudleya)															X			
Dudleya multicaulis (many-stemmed dudleya)															X	X		
Dudleya viscida (sticky dudleya)																X		
Eleocharis torticulmis (California twisted spikerush)							X											
Epilobium nivium (Snow Mountain willowherb)		X																
Epilobium oreganum (Oregon fireweed)	X		X	X														
Eremogone cliftonii (Clifton's eremogone)					X		X											
Eremogone macradenia var. arcuifolia (Forest Camp sandwort)															X			
Eriastrum luteum (yellow-flowered eriastrum)																	X	
Eriastrum tracyi (Tracy's eriastrum)		X	X		X							X	X					
Ericameria gilmanii (Gilman's goldenbush)									X									
Ericameria parryi var. imula (low rabbitbrush)																		X
Erigeron aequifolius (Hall's daisy)									X			X	X					
Erigeron maniopotamicus (Mad River fleabane daisy)				X														
Erigeron miser (starved daisy)										X	X							
Erigeron multiceps (Kern River daisy)									X			X						
Erigeron uncialis var. uncialis (limestone daisy)									X									
Eriogonum alpinum (Trinity buckwheat)	X		X															
Eriogonum breedlovei var. breedlovei (Breedlove's buckwheat)												X						
Eriogonum butterworthianum (Butterworth's buckwheat)																	X	
Eriogonum evanidum (vanishing wild buckwheat)																X		X

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Eriogonum hirtellum (Klamath Mountain buckwheat)	X			X														
Eriogonum kennedyi var. alpigenum (southern alpine buckwheat)															X		X	X
Eriogonum luteolum var. saltuarium (Jack's wild buckwheat)								X		X				X				
Eriogonum microthecum var. johnstonii (Johnston's buckwheat)															X			X
Eriogonum microthecum var. lacus-ursi (Bear Lake buckwheat)																		X
Eriogonum microthecum var. schoolcraftii (Schoolcraft's wild buckwheat)							X											
Eriogonum nervulosum (Snow Mountain buckwheat)		X																
Eriogonum nudum var. regirivum (Kings River buckwheat)												X	X					
Eriogonum ovalifolium ssp. monarchense (Monarch buckwheat)												X	X					
Eriogonum prociduum (prostrate buckwheat)					X	X												
Eriogonum spectabile (Barron's buckwheat)					X													
Eriogonum tripodum (tripod buckwheat)		X						X										
Eriogonum twisselmannii (Twisselmann's buckwheat)												X						
Eriogonum umbellatum var. ahartii (Ahart's buckwheat)							X											
Eriogonum umbellatum var. glaberrimum (Warner Mountains buckwheat)						X												
Eriogonum umbellatum var. torreyanum (Donner Pass buckwheat)										X	X							
Eriogonum ursinum var. erubescens (blushing wild buckwheat)	X		X															
Eriogonum wrightii var. olanchense (Olancha Peak buckwheat)									X									
Eriophyllum congdonii (Congdon's woolly sunflower)													X	X				
Eriophyllum lanatum var. hallii (Fort Tejon woolly sunflower)																	X	
Eriophyllum nubigenum (Yosemite woolly sunflower)														X				
Erythronium hendersonii (Henderson's fawn lily)	X			X														
Erythronium pluriflorum (Shuteye Peak fawn lily)													X					
Erythronium pusaterii (Kaweah Lakes fawn lily)												X						
Erythronium taylori (Pilot Ridge fawn lily)														X				
Erythronium tuolumnense (Tuolumne fawn lily)														X				
Eucephalis vialis (wayside aster)	X		X	X														
Fissidens aphelotaxifolius (brook pocket moss)	X						X						X	X				
Fissidens pauperculus (minute pocket moss)				X			X										X	
Frangula purshiana ssp. ultramafica (Caribou coffeeberry)					X		X											
Frasera umpquaensis (Umpqua greeen-gentian)	X		X	X														
Fritillaria brandegeei (Greenhorn fritillary)												X						
Fritillaria eastwoodiae (Butte County fritillary)			X		X		X				X							
Fritillaria falcata (talus fritillary)																	X	

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Fritillaria liliacea (fragrant fritillary)																	X	
Fritillaria ojaiensis (Ojai fritillary)																	X	
Fritillaria striata (striped adobe-lily)												X						
Fritillaria viridea (San Benito fritillary)																	X	
Galium angustifolium ssp. jacinticum (San Jacinto Mountains bedstraw)																X		X
Galium californicum ssp. luciense (Cone Peak bedstraw)																	X	
Galium californicum ssp. primum (Alvin Meadow bedstraw)																		X
Galium clementis (Santa Lucia bedstraw)																	X	
Galium glabrescens ssp. modocense (Modoc bedstraw)						X												
Galium grande (San Gabriel bedstraw)															X			
Galium hardhamiae (Hardham's bedstraw)																	X	
Galium serpenticum ssp. warnerense (Warner Mountains bedstraw)						X												
Gentiana fremontii (Fremont's gentian)																		X
Gentiana setigera (Mendocino gentian)				X														
Gilia leptantha ssp. leptantha (San Bernardino gilia)																		X
Gilia yorkii (Monarch gilia)												X	X					
Githopsis diffusa ssp. filicaulis (Mission Canyon bluecup)																X		
Harmonia doris-nilesiae (Niles' harmonia)			X															
Harmonia stebbinsii (Stebbins' harmonia)		X	X															
Helodium blandowii (Blandow's bog moss)	X				X	X	X	X	X	X	X	X	X	X				
Hesperidanthus jaegeri (Jaeger's hesperidanthus)									X									
Hesperocyparis forbesii (Tecate cypress)																X		
Hesperocyparis stephensonii (Cuyamaca cypress)																X		
Hesperolinon drymarioides (drymaria-like western flax)		X																
Heterotheca monarchensis (Monarch golden-aster)												X	X					
Heterotheca shevockii (Shevock's golden-aster)												X						
Heuchera abramsii (Abrams' alumroot)															X	X	X	X
Heuchera caespitosa (urn-flowered alumroot)															X		X	X
Heuchera hirsutissima (shaggy-haired alumroot)																		X
Heuchera parishii (Parish's alumroot)																		X
Horkelia cuneata ssp. puberula (mesa horkelia)															X	X	X	X
Horkelia cuneata ssp. sericea (Kellogg's horkelia)																	X	
Horkelia hendersonii (Henderson's horkelia)	X																	
Horkelia hispidula (White Mountains horkelia)									X									

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Horkelia parryi (Parry's horkelia)								X					X	X				
Horkelia truncata (Ramona horkelia)																X		
Horkelia tularensis (Kern Plateau horkelia)												X						
Horkelia wilderae (Barton Flats horkelia)																		X
Horkelia yadonii (Santa Lucia horkelia)																	X	
Hulsea brevifolia (short-leaved hulsea)									X	X		X	X	X				
Hulsea vestita ssp. gabrielensis (San Gabriel Mountains hulsea)															X		X	X
Hulsea vestita ssp. pygmaea (pygmy hulsea)									X			X			X			X
Iliamna latibracteata (California globe mallow)			X	X														
Imperata brevifolia (California satintail)															X		X	X
Iris hartwegii ssp. columbiana (Tuolumne iris)														X				
Iris munzii (Munz's iris)												X						
Ivesia aperta var. aperta (Sierra Valley ivesia)							X				X							
Ivesia aperta var. canina (Dog Valley ivesia)											X							
Ivesia argyrocoma var. argyrocoma (silver-haired ivesia)																		X
Ivesia callida (Tahquitz ivesia)																		X
Ivesia longibracteata (Castle Crags ivesia)			X															
Ivesia paniculata (Ash Creek ivesia)						X												
Ivesia pickeringii (Pickering's ivesia)	X		X															
Ivesia sericoleuca (Plumas ivesia)							X			X	X							
Ivesia webberi (Webber's ivesia)							X				X							
Juncus leiospermus var. leiospermus (Red Bluff dwarf rush)					X													
Juncus luciensis (Santa Lucia dwarf rush)					X		X				X						X	
Lathyrus biflorus (two-flowered pea)				X														
Layia heterotricha (pale-yellow layia)																	X	
Layia jonesii (Jones' layia)																	X	
Lepechinia cardiophylla (heart-leaved pitcher sage)																X		
Lepechinia fragrans (fragrant pitcher sage)															X			X
Lepechinia rossii (Ross' pitcher sage)															X		X	
Leptosiphon floribundus ssp. hallii (Santa Rosa Mountains leptosiphon)																		X
Leptosiphon nuttallii ssp. howellii (Mt. Tedoc leptosiphon)		X	X															
Leptosiphon serrulatus (Madera leptosiphon)												X	X					
Lessingia glandulifera var. tomentosa (Warner Springs lessingia)																X		
Lewisia brachycalyx (short-sepaled lewisia)															X	X		X

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Lewisia cantelovii (Cantelow's lewisia)			X				X				X							
Lewisia congdonii (Congdon's lewisia)												X	X	X				
Lewisia disepala (Yosemite lewisia)												X	X					
Lewisia kelloggii ssp. hutchisonii (Hutchison's lewisia)			X		X		X	X		X	X			X				
Lewisia kelloggii ssp. kelloggii (Kellogg's lewisia)				X			X	X		X	X		X	X				
Lewisia longipetala (long-petaled lewisia)								X		X	X							
Lewisia oppositifolia (opposite-leaved lewisia)				X														
Lewisia serrata (saw-toothed lewisia)								X			X							
Lewisia stebbinsii (Stebbins' lewisia)		X																
Lilium parryi (lemon lily)															X	X		X
Limnanthes alba var. parishii (Parish's meadowfoam)																X		X
Limnanthes floccosa ssp. bellingeriana (Bellinger's meadowfoam)					X													
Linanthus concinnus (San Gabriel linanthus)															X			X
Linanthus jaegeri (San Jacinto linanthus)																		X
Linanthus killipii (Baldwin Lake linanthus)																		X
Linanthus orcuttii (Orcutt's linanthus)																X		
Lomatium roseanum (adobe lomatium)					X	X	X											
Lomatium stebbinsii (Stebbins' lomatium)														X				
Lonicera subspicata var. subspicata (Santa Barbara honeysuckle)																	X	
Lupinus antoninus (Anthony Peak lupine)		X																
Lupinus citrinus var. citrinus (orange lupine)													X					
Lupinus constancei (The Lassics lupine)				X														
Lupinus duranii (Mono Lake lupine)									X									
Lupinus latifolius var. barbatus (bearded lupine)						X												
Lupinus lepidus var. ashlandensis (Mt. Ashland lupine)	X																	
Lupinus lepidus var. culbertsonii (Hockett Meadows lupine)									X			X	X					
Lupinus ludovicianus (San Luis Obispo County lupine)																	X	
Lupinus padre-crowleyi (Father Crowley's lupine)									X									
Lupinus peirsonii (Peirson's lupine)															X			
Malacothamnus palmeri var. involucratus (Carmel Valley bush-mallow)																	X	
Malacothamnus palmeri var. lucianus (Arroyo Seco bush-mallow)																	X	
Malacothamnus palmeri var. palmeri (Santa Lucia bush-mallow)																	X	
Malacothrix saxatilis var. arachnoidea (Carmel Valley malocothrix)																	X	
Malaxis monophyllos ssp. brachypoda (white bog adder's-mouth)																		X

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Marina orcuttii var. orcuttii (California marina)																		X
Matelea parviflora (spear-leaf matelea)																		X
Meesia uliginosa (broad-nerved hump-moss)	X		X		X	X	X	X	X	X	X	X	X	X				X
Mentzelia inyoensis (Inyo blazing star)									X									
Mielichhoferia elongata (elongate copper moss)	X	X	X	X			X				X	X	X	X				
Mielichhoferia shevockii (Shevock's copper moss)												X	X	X		X	X	
Mimulus discolor (two-colored monkeyflower)												X						
Mimulus evanescens (ephemeral monkeyflower)	X				X	X												
Mimulus exiguus (San Bernardino Mountains monkeyflower)																		X
Mimulus filicaulis (slender-stemmed monkeyflower)													X	X				
Mimulus gracilipes (slender-stalked monkeyflower)												X	X					
Mimulus norrisii (Kaweah monkeyflower)												X	X					
Mimulus pulchellus (yellow-lip pansy monkeyflower)													X	X				
Mimulus purpureus (little purple monkeyflower)																		X
Mimulus shevockii (Kelso Creek monkeyflower)												X						
Minuartia decumbens (The Lassics sandwort)				X														
Minuartia rosei (peanut sandwort)			X															
Minuartia stolonifera (Scott Mountain sandwort)	X		X															
Monardella australis ssp. jokerstii (Jokerst's monardella)															X			X
Monardella beneolens (sweet-smelling monardella)									X			X						
Monardella follettii (Follett's monardella)					X		X				X							
Monardella hypoleuca ssp. lanata (flat-leaved monardella)																X		
Monardella linoides ssp. oblonga (Tehachapi monardella)								X				X					X	
Monardella macrantha ssp. hallii (Hall's monardella)															X	X		X
Monardella nana ssp. leptosiphon (San Felipe monardella)																X		X
Monardella palmeri (Palmer's monardella)																	X	
Monardella stebbinsii (Stebbins' monardella)							X											
Monardella saxicola (rock monardella)															X			X
Navarretia ojaiensis (Ojai navarretia)																	X	
Navarretia peninsularis (Baja navarretia)												X			X	X	X	X
Navarretia prolifera ssp. lutea (yellow bur navarretia)								X										
Navarretia setiloba (Piute Mountains navarretia)												X						
Nemacladus calcaratus (Chimney Creek nemacladus)												X						
Nemacladus secundiflorus var. robbinsii (Robbins' nemacladus)															X		X	

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Nemacladus twisselmannii (Twisselmann's nemacladus)												X						
Neviusia cliftonii (Shasta snow-wreath)			X															
Nolina cismontana (chaparral nolina)																X	X	
Ophioglossum pusillum (northern adder's tongue)		X	X					X										
Opuntia basilaris var. brachyclada (short-joint beavertail)															X			X
Oreonana purpurascens (purple mountain-parsley)												X						
Oreonana vestita (woolly mountain-parsley)												X			X			X
Oreostemma elatum (tall alpine-aster)					X		X											
Orobanche valida ssp. valida (Rock Creek broomrape)															X		X	X
Orthotrichum kellmanii (Kellman's bristle moss)																	X	
Orthotrichum praemorsum (No common name)										X								
Otidea smithii (Smith's otidea)				X														
Oxytropis oreophila var. oreophila (rock-loving oxytrope)															X			X
Packera bernardina (San Bernardino ragwort)																		X
Packera eurycephala var. lewisrosei (Lewis Rose's ragwort)					X		X											
Packera ganderi (Gander's ragwort)																X		
Packera hesperia (western ragwort)				X														
Parnassia cirrata var. cirrata (San Bernardino grass-of-Parnassus)															X			X
Parnassia cirrata var. intermedia (Cascade grass-of-Parnassus)	X		X															
Pedicularis dudleyi (Dudley's lousewort)																	X	
Pedicularis howellii (Howell's lousewort)	X			X														
Peltigera gowardii (veined water lichen)	X	X	X	X	X		X	X	X	X	X	X	X	X				
Penstemon californicus (California beardtongue)																X		X
Penstemon personatus (closed-throated beardtongue)					X		X				X							
Penstemon sudans (Susanville beardtongue)					X		X											
Penstemon tracyi (Tracy's beardtongue)			X															
Pentachaeta exilis ssp. aeolica (San Benito pentachaeta)																	X	
Petrophyton caespitosum ssp. acuminatum (marble rockmat)									X			X	X					
Phacelia cookei (Cooke's phacelia)	X		X															
Phacelia greenei (Scott Valley phacelia)	X		X															
Phacelia inundata (playa phacelia)	X				X	X												
Phacelia inyoensis (Inyo phacelia)									X									
Phacelia keckii (Santiago Peak phacelia)																X		
Phacelia monoensis (Mono County phacelia)									X									

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Phacelia novenmillensis (Nine Mile Canyon phacelia)									X			X						
Phacelia stebbinsii (Stebbins' phacelia)								X			X							
Phaeocollybia olivacea (olive phaeocollybia)	X		X	X			X				X							
Phlox dolichantha (Big Bear Valley phlox)																		X
Pinus albicaulis (whitebark pine)	X		X		X	X		X	X	X	X	X	X	X				
Plagiobothrys collinus var. ursinus (Cooper's popcornflower)																		X
Plagiobothrys parishii (Parish's popcornflower)									X									
Plagiobothrys uncinatus (hooked popcornflower)																	X	
Platanthera yosemitensis (Yosemite bog orchid)													X					
Poa sierrae (Sierra blue grass)					X		X	X			X							
Polemonium chartaceum (Mason's sky pilot)	X		X						X									
Polyctenium williamsiae (Williams' combleaf)									X									
Potentilla basaltica (Black Rock potentilla)						X												
Potentilla morefieldii (Morefield's cinquefoil)									X									
Potentilla rimicola (cliff cinquefoil)																		X
Prosartes parvifolia (Siskiyou bells)				X														
Pyrrocoma lucida (sticky pyrrocoma)					X		X				X							
Pyrrocoma uniflora var. gossypina (Bear Valley pyrrocoma)																		X
Quercus dumosa (Nuttall's scrub oak)																	X	
Raillardella pringlei (showy raillardella)	X		X															
Ramalina thrausta (angelhair)				X														
Ribes canthariforme (Moreno currant)																X		
Rorippa columbiae (Columbia yellow cress)	X		X		X	X												
Rorippa subumbellata (Tahoe yellow cress)										X								
Rupertia hallii (Hall's rupertia)					X													
Saltugilia latimeri (Latimer's woodland-gilia)												X						X
Sanicula maritima (adobe sanicle)																	X	
Sanicula tracyi (Tracy's sanicle)				X														
Scheuchzeria palustris (American scheuchzeria)					X													
Schoenus nigricans (black bog-rush)																		X
Scutellaria bolanderi ssp. austromontana (southern mountains skullcap)															X	X		X
Sedum albomarginatum (Feather River stonecrop)					X		X											
Sedum niveum (Davidson's stonecrop)																		X
Sedum obtusatum ssp. paradisum (Canyon Creek stonecrop)			X	X														

USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

2013 FS R5 RF Sensitive Plant Species List	Klamath NF	Mendocino NF	Shasta-Trinity NF	Six Rivers NF	Lassen NF	Modoc NF	Plumas NF	Eldorado NF	Inyo NF	LTBMU	Tahoe NF	Sequoia NF	Sierra NF	Stanislaus NF	Angeles NF	Cleveland NF	Los Padres NF	San Bernardino NF
Senecio pattersonensis (Mount Patterson senecio)									X									
Sibaropsis hammittii (Hammitt's clay-cress)																X		
Sidalcea hickmanii ssp. anomala (Cuesta Pass checkerbloom)																	X	
Sidalcea hickmanii ssp. hickmanii (Hickman's checkerbloom)																	X	
Sidalcea hickmanii ssp. parishii (Parish's checkerbloom)															X		X	X
Sidalcea hickmanii ssp. pillsburiensis (Lake Pillsbury checkerbloom)		X																
Sidalcea malviflora ssp. dolosa ((Bear Valley checkerbloom)																		X
Sidalcea neomexicana (Salt Spring checkerbloom)															X		X	X
Sidotheca caryophylloides (chickweed oxytheca)												X			X		X	X
Sidotheca emarginata (white-margined oxytheca)																		X
Silene occidentalis ssp. longistipitata (long-stiped campion)					X													
Silene salmonacea (Klamath Mountain catchfly)			X															
Silene serpentinicola (serpentine catchfly)				X														
Sisyrinchium longipes (timberland blue-eyed grass)																		X
Streptanthus albidus ssp. peramoenus (most beautiful jewel-flower)																	X	
Streptanthus campestris (southern jewel-flower)															X	X	X	X
Streptanthus cordatus var. piutensis (Piute Mountains jewel-flower)												X						
Streptanthus fenestratus (Tehipite Valley jewel-flower)												X	X					
Streptanthus gracilis (alpine jewel-flower)									X									
Streptanthus howellii (Howell's jewel-flower)				X														
Streptanthus oblanceolatus (Trinity River jewel-flower)			X	X														
Streptanthus oliganthus (Masonic Mountain jewel-flower)									X									
Stylocline masonii (Mason's neststraw)												X			X		X	
Sulcaria badia (bay horsehair lichen)		X	X	X														
Symphyotrichum defoliatum (San Bernardino aster)												X			X	X	X	X
Tauschia howellii (Howell's tauschia)	X			X							X		X					
Tetracoccus dioicus (Parry's tetracoccus)																X		
Thelypodium howellii ssp. howellii (Howell's thelypodium)					X	X												
Thelypteris puberula var. sonorensis (Sonoran maiden fern)															X		X	X
Thermopsis californica var. semota (velvety false lupine)																X		
Thermopsis macrophylla (Santa Ynez false lupine)																	X	
Thermopsis robusta (robust false lupine)	X			X														
Thysanocarpus rigidus (rigid fringepod)															X	X		X

USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

2013 FS R5 RF Sensitive Plant Species List	Klamath NF	Mendocino NF	Shasta-Trinity NF	Six Rivers NF	Lassen NF	Modoc NF	Plumas NF	Eldorado NF	Inyo NF	LTBMU	Tahoe NF	Sequoia NF	Sierra NF	Stanislaus NF	Angeles NF	Cleveland NF	Los Padres NF	San Bernardino NF
Tracyina rostrata (beaked tracyina)		X		X														
Tricholomopsis fulvescens (tawny tricholomopsis)	X	X		X														
Trifolium bolanderi (Bolander's clover)													X					
Trifolium dedeckerae (Dedecker's clover)									X			X						
Triquetrella californica (coastal triquetrella)																	X	
Triteleia ixioides ssp. cookii (Cook's triteelia)																	X	
Tropidocarpum capparideum (caper-fruited tropidocarpum)																	X	
Viola primulifolia ssp. occidentalis (western white bog violet)				X														

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.

Appendix D SHPO Concurrence Letter

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

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

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

January 5, 2023

VIA EMAIL In reply refer to: FHWA_2022_1205_001

Mr. William Larson, Associate Environmental Planner
Caltrans District 3
703 B Street
Marysville, CA 95901

Subject: Proposed Blue Canyon Truck Climbing Lane Project (03-3H590), Placer County, CA

Dear Mr. Larson:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), an Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

The undertaking will enhance and preserve the useful life of the existing pavement and improve the ride quality on I-80 in Placer County between post mile (PM) R.26.5 and 55 by grinding and overlaying the mainline and constructing truck climbing lanes. A full project description can be found in Attachment 1 of the HPSR.

Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- P-31-001285
- P-31-006590/CA-PLA-2837H
- P-31-006591/CA-PLA-2838H
- P-31-006592/CA-PLA-2839H
- P-31-006593/CA-PLA-2840H
- P-31-006594/CA-PLA-2841H
- 18400 Burgen Drive
- 20265 Paoli Lane

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- 20271-20281 Paoli Lane
- 20299 Paoli Lane

Based on my review of the submitted documentation, I concur with the above determinations.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our finding of effect document. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed

Appendix E Predicted Future Noise Levels and Noise Barrier Analysis

Predicted Future Noise and Barrier Analysis

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level L_{eq}(h), dBA[2]	I-80 Future Worst Hour Noise Levels - L_{eq}(h), dBA																						
						Design Year Noise Level without Project[2] L_{eq}(h), dBA	Design Year Noise Level with Project [2] L_{eq}(h), dBA	Design Year Noise Level without Project L E i i C di i L (h) dBA	Design Year Noise Level with Project L E i J C di J L (h) dBA	Mi N P J C di i L (h) dBA Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]	
												L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR	L_{eq}(h)	I.L.	NBR
ST-1	Evaluated Barrier 1	Residential	2	18040 Burgen Drive	68	70	70	2	0	B (67)	A/E	66	4	0	65	5	2	63	7	2	62	8	2	61	9	2	60	10	2
ST-2	Evaluated Barrier 2	Residential	2	220 Crother Road	69	71	71	2	0	B (67)	A/E	68	3	0	67	4	0	67	4	0	67	4	0	66	5	2	66	5	2
ST-3	-	Undeveloped		Burgen Road. and Ponderosa Heights	68	70	70	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-4	-	Residential		18542 Heather Oaks Lane	54	56	56	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-6	-	Undeveloped		Cody Lane. and Edelweiss Lane.	67	68	69	1	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-7	Evaluated Barrier 4	Undeveloped		19205 Geisendorfer Road	68	69	69	1	0	G	None	69	0	0	68	1	0	67	2	0	67	2	0	67	2	0	67	2	0
ST-8	Evaluated Barrier 5	Residential	1	20 Bruck Lane	65	67	67	2	0	B (67)	A/E	67	0	0	66	1	0	65	2	0	64	3	0	63	4	0	61	6	1

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level without Project Minus Existing $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus Existing $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																			
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-9	Evaluated Barrier 5	Residential	1	19745 Geisendorfer Road	71	73	73	2	0	B (67)	A/E	68	5	1	67	6	1	65	8	1	64	9	1	63	10	1	62	11	1
ST-10	Evaluated Barrier 6	Other Developed Lands		20245 Paoli Lane	69	71	72	2	1	E (72)	None[4]	72	0	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
ST-11		Place of Worship		20601 W Paoli Lane	57	59	59	2	0	C (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-13	Evaluated Barrier 8	Residential	2	Ponderosa Way	69	70	70	1	0	B (67)	A/E	65	5	2	65	5	2	63	7	2	62	8	2	61	9	2	61	9	2
ST-14	Evaluated Barrier 8	Residential	1	55 Ponderosa Way	70	72	72	2	0	B (67)	A/E	69	3	0	67	5	1	66	6	1	65	7	1	64	8	1	64	8	1
ST-15	Evaluated Barrier 10	Undeveloped		21075 Canyon Way	59	61	61	2	0	G	None	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
ST-16		Other Developed Lands		21235 Canyon Way	61	63	63	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-22		Residential		22915 Canyon Way	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-23		Residential		S Auburn Street	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-24		Residential		201 Incline Drive	60	62	62	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-25		Place of Worship		1875 S Auburn Street	63	65	65	2	0	C (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level without Project Minus Existing $L_{eq}(h)$, dBA	Design Year Noise Level with Project Minus Existing $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																			
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-26		Other Developed Lands		1263 S Auburn Street	70	71	71	1	0	E (72)	None[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-27	Evaluated Barrier 13	Other Developed Lands	1	1033 S Auburn Street	68	70	70	2	0	E (72)	None	69	1	0	68	2	0	68	2	0	68	2	0	67	3	0	67	3	0
ST-28	Evaluated Barrier 13	Residential	1	218 Glendale Road	71	72	72	1	0	B (67)	A/E	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0
ST-29	Evaluated Barrier 14	Undeveloped	0	70 Iowa Hill Road	68	70	70	2	0	G	None	69	1	0	68	2	0	66	4	0	65	5	0	64	6	0	64	6	0
ST-30		Other Developed Lands	1	301 CA-174	72	74	74	2	0	E (72)	None[4]																		
ST-31		Cemetery		180 N Canyon Way	69	71	71	2	0	C (67)	None[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-32	Evaluated Barrier 15	Residential	2	74 Sunrise Avenue	65	66	66	1	0	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0
ST-33	Evaluated Barrier 17	Undeveloped	0	24960 North Canyon Way	66	67	67	1	0	G	None	66	1	0	66	1	0	66	1	0	65	2	0	65	2	0	65	2	0
ST-34		Undeveloped		Narrow Gauge Road	75	76	76	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-38		Undeveloped		I-80	66	68	68	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level without Project (h), dBA	Design Year Noise Level with Project (h), dBA	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-39		Undeveloped		26760 Norton-Grade Road	57	59	59	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-40		Undeveloped		26890 Norton-Grade Road	57	59	59	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-41		Undeveloped		27197 Norton-Grade Road	67	69	69	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-43		Undeveloped		27570 Norton-Grade Road	66	67	67	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-44	Evaluated Barrier 19	Residential	3	285 Alpine Drive	64	65	65	1	0	B (67)	None	64	1	0	64	1	0	62	3	0	62	3	0	61	4	0	61	4	0
ST-45		Undeveloped	0	101 Sylvan Road	65	66	66	1	0	G	None																			
ST-46	Evaluated Barrier 19	Residential	1	280 Alpine Drive	70	72	72	2	0	B (67)	A/E	70	2	0	67	5	1	66	6	1	64	8	1	63	9	1	62	10	1
ST-47	Evaluated Barrier 19	Residential	1	115 Alpine Drive	68	70	70	2	0	B (67)	A/E	70	0	0	70	0	0	70	0	0	69	1	0	69	1	0	69	1	0
ST-48		Undeveloped		2 Secret Town Lane	65	66	66	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-49		Undeveloped		Magra Road	68	70	71	2	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-50		Residential		30140 Magra Road	68	69	70	1	1	B (67)	None[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level without Project $L_{eq}(h)$, dBA	Design Year Noise Level with Project $L_{eq}(h)$, dBA	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-51		Other Developed Lands		30495 Gold Run Road	65	67	67	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-52		Residential		27 Main Street	62	63	63	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-53		Restaurant		30850 Magra Road	65	66	66	1	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-54		Other Developed Lands-Truck Stop		Gold Run Rest Area West Bound	65	67	67	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-55		Other Developed Lands-Truck Stop		Gold Run Rest Area East Bound	66	68	68	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-56		Other Developed Lands		31504 Hi Sierra Drive	63	65	65	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-57	Evaluated Barrier 22	Residential	1	32280 Lincoln Road	64	66	66	2	0	B (67)	A/E	65	1	0	64	2	0	63	3	0	61	4	0	60	6	1	60	6	1
ST-58	Evaluated Barrier 23	Residential	1	32402 Monte Vista Lane	66	67	67	1	0	B (67)	A/E	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	66	1	0
ST-59		Other Developed Lands		33333 Alta Forestry Road	76	77	77	1	0	E (72)	None[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-60		Residential		33833 Jovan Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-61		Undeveloped		34060 Casa Loma Road	65	66	66	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-62		Undeveloped		34488 E Towle Road	63	65	65	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-63		Undeveloped		34365 Casa Loma Road	66	68	68	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-64		Residential		34755 E Towle Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-65	Evaluated Barrier 24	Residential	1	35151 Baxter Road	66	68	68	2	0	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	63	5	1	62	6	1
ST-66		Undeveloped		Baxter Road	71	73	73	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-67		Other Developed Lands		Whitmore Road	67	67	68	0	1	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-68	Evaluated Barrier 25	Residential	1	1 Fulda Drive	69	70	71	1	1	G	A/E	70	1	0	70	1	0	70	1	0	70	1	0	69	2	0	69	2	0
ST-69	Evaluated Barrier 25	Residential	1	50 Judah Road	71	72	71	1	-1	G	A/E	70	1	0	69	2	0	68	3	0	66	5	1	64	7	1	63	8	1
ST-70	Evaluated Barrier 25	Trail/Recreation Area	1	41420 Putt Road	69	69	70	1	0	C (67)	A/E	70	0	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
ST-71		Undeveloped		Old Nyack Road	70	70	70	0	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-72		Trail/Recreation Area		Lake Putt	63	63	64	0	1	C (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-73		Place of Worship		30930 Gold Run Road	61	63	63	2	0	C (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-74	Evaluated Barrier 25	Residential	1	41000 Putt Road	67	67	68	0	1	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1
ST-75	Evaluated Barrier 25	Residential	2	41080 Putt Road	66	66	66	0	0	B (67)	A/E	64	2	0	63	3	0	61	5	2	60	6	2	59	7	2	58	8	2
ST-76	Evaluated Barrier 25	Residential	1	41160 Putt Road	73	73	73	0	0	B (67)	A/E	72	1	0	71	2	0	69	4	0	67	6	1	66	7	1	65	8	1
ST-77	Evaluated Barrier 25	Residential	1	41340 Putt Road	71	71	72	0	1	B (67)	A/E	70	2	0	69	3	0	66	6	1	65	7	1	64	8	1	63	9	1
ST-78	Evaluated Barrier 25	Residential	1	41420 Putt Road	68	68	68	0	0	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	62	6	1	62	6	1
R1	Evaluated Barrier 2	Residential	1	220 Crother Road	65	67	67	2	0	B (67)	A/E	65	2	0	64	3	0	63	4	0	62	5	1	61	6	1	61	6	1
R2		Residential		18054 Burgen Drive	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R3	Evaluated Barrier 2	Residential	1	240 Crother Road	57	58	58	1	0	B (67)	None	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0
R4	Evaluated Barrier 2	Residential	1	350 Crother Road	55	57	57	2	0	B (67)	None	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0
R5	Evaluated Barrier 3	Residential	1	18300 Burgen Road	65	67	67	2	1	B (67)	A/E	66	1	0	66	1	0	65	2	0	64	3	0	64	3	0	64	3	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																					
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R6		Residential	2	350 Larsen Lane	61	63	63	2	0	B (67)	None																				
R7		Residential	2	340 Larsen Lane	50	52	52	2	0	B (67)	None																				
R8		Residential		Applegate Road	60	62	63	2	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R9		Residential		Larsen Lane	58	59	60	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R10		Residential	4	Edelweiss Lane	61	63	63	2	0	B (67)	None																				
R11		Residential		21 Edelweiss Lane	54	55	56	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R12	Evaluated Barrier 4	Residential	1	19225 Geisendorfer Road	64	66	66	2	0	B (67)	A/E	63	3	0	63	3	0	61	5	1	60	6	1	59	7	1	59	7	1
R13	Evaluated Barrier 5	Residential	1	19515 Geisendorfer Road	63	65	65	2	0	B (67)	None	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0
R14	Evaluated Barrier 5	Residential	2	25 Bruck Lane	64	65	65	1	0	B (67)	None	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R15	Evaluated Barrier 5	Residential	1	20 Bruck Lane	64	66	66	2	0	B (67)	A/E	66	0	0	65	1	0	65	1	0	64	2	0	63	3	0	62	4	0
R16		Undeveloped		Highview Lane	64	66	67	2	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R17	Evaluated Barrier 5	Residential	2	Geisendorfer Road	60	62	62	2	0	B (67)	None	61	1	0	61	1	0	60	2	0	59	3	0	59	3	0	58	4	0
R18	Evaluated Barrier 6	Residential	2	20245 Paoli Lane	72	74	74	2	0	B (67)	A/E	71	3	0	69	5	2	68	6	2	67	7	2	67	7	2	66	8	2
R19	Evaluated Barrier 6	Residential	3	20265 Paoli Lane	63	64	65	1	1	B (67)	None	61	4	0	60	5	3	59	6	3	58	7	3	57	8	3	57	8	3
R20	Evaluated Barrier 6	Residential	1	20299 Paoli Lane	75	77	77	2	0	B (67)	A/E	72	5	1	71	6	1	70	7	1	70	7	1	69	8	1	69	8	1
R21	Evaluated Barrier 6	Residential	1	20308 Paoli Lane	59	61	60	2	-1	B (67)	None	60 -	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R22	-	Residential	1	20309 Paoli Lane	58	60	60	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R23	-	Residential	1	20461 Panorama Lane	62	64	63	2	-1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R24	Evaluated Barrier 7	Residential	1	W Paoli Lane	58	59	60	1	1	B (67)	None	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0
R25	Evaluated Barrier 7	Trail	1	W Paoli Lane	69	71	71	2	0	C (67)	A/E	70	1	0	69	2	0	69	2	0	69	2	0	68	3	0	67	4	0

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												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R26		Residential	1	250 Ponderosa Way	56	58	59	2	1	B (67)	None																		
R27	Evaluated Barrier 8	Residential	1	246 Ponderosa Way	63	64	65	1	1	B (67)	None	64	-1	0	63	-2	0	62	-3	0	62	-3	0	61	-4	0	61	-4	0
R28	Evaluated Barrier 8	Residential	4	226 Ponderosa Way	66	67	67	1	-1	B (67)	A/E	66	-1	0	65	-2	0	63	-4	0	62	-5	4	61	-6	4	61	-6	4
R29	Evaluated Barrier 8	Residential	1	216 Ponderosa Way	63	65	64	2	-1	B (67)	None	63	-1	0	62	-2	0	59	-5	1	59	-5	1	58	-6	1	58	-6	1
R30	Evaluated Barrier 8	Residential	2	219 Hinchey Lane	62	64	63	2	-1	B (67)	None	61	-2	0	61	-2	0	60	-3	0	58	-5	2	58	-5	2	57	-6	2
R31		Medical Facility		Weimar Family Care-20601 W Paoli Lane	60	62	62	2	0	D	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R32	Evaluated Barrier 8	Residential	1	165 Ponderosa Way	65	67	66	2	-1	B (67)	A/E	64	-2	0	62	-4	0	62	-4	0	59	-7	1	58	-8	1	57	-9	1
R33	Evaluated Barrier 8	Residential	2	Ponderosa Way	68	70	69	2	-1	B (67)	A/E	64	-5	2	64	-5	2	62	-7	2	62	-7	2	61	-8	2	60	-9	2
R34	Evaluated Barrier 8	Residential	2	Ponderosa Way	69	71	70	2	-1	B (67)	A/E	65	-5	2	64	-6	2	63	-7	2	63	-7	2	62	-8	2	61	-9	2
R35	Evaluated Barrier 8	Residential	2	Ponderosa Way	70	72	72	2	0	B (67)	A/E	69	-3	0	66	-6	2	65	-7	2	64	-8	2	63	-9	2	62	-10	2

I-80 Tru

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
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												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R36	Evaluated Barrier 8	Residential	3	Ponderosa Way	63	65	65	2	0	B (67)	None	63	-2	0	61	-4	0	60	-5	3	58	-7	3	58	-7	3	57	-8	3
R37	Evaluated Barrier 8	Residential	5	Ponderosa Way	64	66	66	2	0	B (67)	A/E	63	-3	0	62	-4	0	60	-6	5	58	-8	5	57	-9	5	56	-10	5
R38	Evaluated Barrier 8	Residential	3	111 Ponderosa Way	69	71	71	2	0	B (67)	A/E	68	-3	0	67	-4	0	66	-5	3	64	-7	3	62	-9	3	61	-10	3
R39	Evaluated Barrier 9	Residential		20790 Oak Haven Lane	65	66	66	1	0	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0
R40	Evaluated Barrier 8	Residential	1	75 Ponderosa Way	65	67	67	2	0	B (67)	A/E	65	-2	0	64	-3	0	63	-4	0	62	-5	1	62	-5	1	61	-6	1
R41	Evaluated Barrier 8	Residential	1	45 Ponderosa Way	65	67	67	2	0	B (67)	A/E	65	-2	0	63	-4	0	62	-5	1	61	-6	1	59	-8	1	58	-9	1
R42		Agriculture		Weimar Farm	61	63	63	2	0	F	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R43		Residential		E Weimar Cross Road	60	61	61	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R44		Residential		21000 Canyon Way	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R45	Evaluated Barrier 10	Residential	1	Canyon Way	64	66	66	2	0	B (67)	A/E	62	4	0	61	5	1	61	5	1	61	5	1	60	6	1	60	6	1

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												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R46	Evaluated Barrier 10	Residential	1	Canyon Way	67	69	68	2	0	B (67)	A/E	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0
R47	Evaluated Barrier 10	Residential	1	Canyon Way	57	58	58	1	0	B (67)	None	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0
R48		Residential		21310 Meadow Oaks Lane	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R49		Residential		Canyon Way	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R50		Residential		21495 Canyon Way	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R51		Residential	2	21501 Canyon Way	63	65	65	2	0	B (67)	None																		
R52		Residential		21825 Canyon Way	61	62	62	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R53		Residential		101 Overlook Drive	58	59	60	1	1	B (67)	None																		
R54		Residential	1	22245 Canyon Way	60	61	62	1	1	B (67)	None																		
R55		Residential		Canyon Way	58	60	60	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R56		Residential		491 Sierra View	60	62	62	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R57		Residential		22545 High Sierra View	55	57	57	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
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												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R58		Residential		Hayford Road	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R59		Residential		22925 Canyon Way	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R60		Residential		245 Jans Lane	62	64	64	2	0	B (67)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R61		Undeveloped		2121 S Auburn Street	72	73	73	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R62		Place of Worship		The Church of Jesus Christ of Latter-Day Saints 1876 S Auburn Street	66	67	67	1	0	D	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R63	Evaluated Barrier 11	Residential	1	1744 S Canyon Way	68	70	70	2	0	B (67)	A/E	69	1	0	68	2	0	67	3	0	66	4	0	65	5	1	65	5	1
R64	Evaluated Barrier 12	Residential	2	Sherwood Court	64	66	66	2	0	B (67)	A/E	66	0	0	66	0	0	66	0	0	65	1	0	65	1	0	65	1	0
R65	Evaluated Barrier 12	Residential	1	1515 S Auburn Street	57	58	58	1	0	B (67)	None	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R66		Residential		1263 S Auburn Street	58	60	60	2	0	B (67)	None																			
R67		Undeveloped		Canyon Way	67	69	69	2	0	G	None																			
R68	Evaluated Barrier 13	School	1	C.O.R.E. California Public Charter School- 1033 S Auburn Street	71	73	73	2	0	D	None	71	2	0	69	4	0	69	4	0	68	5	1	67	6	1	67	6	1
R69	Evaluated Barrier 13	Residential	2	200 Glendale Road	65	67	67	2	0	B (67)	A/E	66	1	0	65	2	0	65	2	0	65	2	0	64	3	0	63	4	0
R70	Evaluated Barrier 13	Residential	3	206 Glendale Road	66	68	68	2	0	B (67)	A/E	67	1	0	67	1	0	66	2	0	66	2	0	65	3	0	64	4	0
R71	Evaluated Barrier 13	Residential	5	104 Mink Creek Drive	62	63	63	1	0	B (67)	None	63	0	0	63	0	0	62	1	0	62	1	0	61	2	0	61	2	0
R72	Evaluated Barrier 13	Residential	4	212 Glendale Road	69	70	70	1	0	B (67)	A/E	69	1	0	69	1	0	68	2	0	67	3	0	67	3	0	66	4	0
R73	Evaluated Barrier 13	Residential	4	206 Foster Road	65	67	67	2	0	B (67)	A/E	66	1	0	66	1	0	65	2	0	65	2	0	64	3	0	64	3	0
R74	Evaluated Barrier 13	Residential	3	218 Glendale Road	70	72	72	2	0	B (67)	A/E	71	1	0	71	1	0	70	2	0	69	3	0	69	3	0	68	4	0
R75	Evaluated Barrier 13	Residential		226 Glendale Road	65	67	67	2	0	B (67)	A/E	67	0	0	67	0	0	66	1	0	66	1	0	66	1	0	66	1	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R76	Evaluated Barrier 14	Place of Worship	1	Kingdom Hall of Jehovah's Witness- 944 Canyon Way	69	71	71	1	0	D	None	69	2	0	68	3	0	68	3	0	67	4	0	65	6	1	65	6	1
R77	Evaluated Barrier 14	Residential	2	70 Iowa Hill Road	63	65	65	2	0	B (67)	None	64	1	0	64	1	0	63	2	0	62	3	0	62	3	0	61	4	0
R78	Evaluated Barrier 14	Residential	3	24017 Fowler Avenue	59	61	61	2	0	B (67)	None	59	2	0	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0
R79	Evaluated Barrier 14	Residential	2	24041 Fowler Avenue	59	61	61	2	0	B (67)	None	59	2	0	58	3	0	58	3	0	58	3	0	57	4	0	57	4	0
R80	Evaluated Barrier 14	Residential	1	830 Canyon Way	67	68	68	1	0	B (67)	A/E	66	2	0	65	3	0	64	4	0	63	5	1	62	6	1	62	6	1
R81	Evaluated Barrier 14	Residential	3	24087 Fowler Avenue	63	65	65	2	0	B (67)	None	63	2	0	62	3	0	61	4	0	61	4	0	60	5	3	60	5	3
R82	Evaluated Barrier 14	Residential	3	650 Canyon Way	58	60	60	2	0	B (67)	None	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0
R83	Evaluated Barrier 14	Residential	2	105 Fillmore Avenue	57	59	59	2	0	B (67)	None	58	1	0	58	1	0	58	1	0	58	1	0	58	1	0	57	2	0
R84	Evaluated Barrier 14	Residential	2	20 Siems Avenue	66	68	68	2	0	B (67)	A/E	67	1	0	67	1	0	67	1	0	67	1	0	66	2	0	66	2	0
R85	Evaluated Barrier 14	Residential	2	100 Siems Avenue	58	60	60	2	0	B (67)	None	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R86		Residential		333 Siems Avenue	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R87		Hotel		Best Western Colfax Pool Area- 801 S Auburn Street	65	67	67	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R88		Residential	2	320 S Auburn Street	62	63	63	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R89		Residential	3	309 S Auburn Street	57	59	59	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R90		Residential	2	135 E Oak Street	62	63	64	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R91		Residential	4	150 S Forest Hill Street	63	64	65	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R92	Evaluated Barrier 15	Residential	3	120 S Forest hill Street	61	63	63	2	0	B (67)	None	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R93	Evaluated Barrier 15	Residential	2	151 SN Star Avenue	64	66	66	2	0	B (67)	A/E	66	0	0	65	1	0	64	2	0	64	2	0	64	2	0	63	3	0
R94		Residential	8	150 N Auburn Street	57	59	60	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R95	Evaluated Barrier 15	Residential	3	32 SN Star Avenue	64	66	66	2	0	B (67)	A/E	65	1	0	64	2	0	63	3	0	62	4	0	62	4	0	62	4	0
R96	Evaluated Barrier 15	Residential	5	44 S Forest Hill Street	59	61	61	2	0	B (67)	None	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	59	2	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																									
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																			
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R97	Evaluated Barrier 15	Residential	1	11 NN Star Avenue	64	66	66	2	0	B (67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0
R98	Evaluated Barrier 15	Residential		222 Vista Avenue	60	62	62	2	0	B (67)	None	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R99	Evaluated Barrier 16	Residential	1	24699 View Cape Horn Avenue	69	70	70	1	0	B (67)	A/E	69	1	0	67	3	0	66	4	0	66	4	0	65	5	1	65	5	1
R100	Evaluated Barrier 16	Residential	2	24688 View Cape Horn Avenue	64	66	66	2	0	B (67)	A/E	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0
R101	Evaluated Barrier 15	Residential		210 Sunrise Avenue	63	64	64	1	0	B (67)	None	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R102	Evaluated Barrier 17	Trail	1	Dwight D. Eisenhower Highway	68	70	70	2	0	C (67)	A/E	68	2	0	68	2	0	67	3	0	66	4	0	65	5	1	65	5	1
R103		Residential	3	800 CA-174	63	65	65	2	0	B (67)	None																		
R104		Residential	2	25225 Narrow Gauge Road	62	63	62	1	0	B (67)	None																		
R105	Evaluated Barrier 17	Residential	3	24980 N Canyon Way	60	62	62	2	0	B (67)	None	62	0	0-	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R106		Residential		25395 Narrow Gauge	61	62	62	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																						
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]				
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR		
R107		Residential		Narrow Gauge Road	59	60	60	1	0	B (67)	None																					
R108		Residential		Narrow Gauge Road	63	65	65	2	0	B (67)	None																					
R109		Residential		26190 Norton-Grade Road	62	63	63	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R110		Residential		26760 Norton-Grade Road	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R111		Residential		26770 Norton-Grade Road	58	59	59	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R112		Residential		26890 Norton-Grade Road	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R113		Residential		Wooley Road	55	57	57	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R114		Residential		27125 Norton-Grade Road	57	58	58	1	0	B (67)	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R115		Residential		27165 Norton-Grade Road	58	60	60	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R116		Residential		27197 Norton-Grade Road	64	65	65	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R117		Residential		Norton-Grade Road	61	62	62	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R118		Undeveloped		44 Wooley Road	67	69	69	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R119		Residential		27488 Cape Horn Road	62	63	63	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R120		Residential		27570 Norton-Grade Road	56	58	58	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R121		Residential		27775 Norton-Grade Road	60	62	62	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R122		Undeveloped		Steamers Ravine Road	64	66	66	2	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R123		Residential	2	Steamers Ravine Road	64	65	65	1	0	B (67)	None																		
R124	Evaluated Barrier 18	Residential	2	196 Alpine Circle	64	65	65	1	0	B (67)	None	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R125	Evaluated Barrier 18	Residential	2	197 Alpine Circle	62	64	64	2	0	B (67)	None	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R126	Evaluated Barrier 18	Residential	4	168 Alpine Circle	64	66	66	2	0	B (67)	A/E	66	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R127	Evaluated Barrier 18	Residential	4	140 Alpine Circle	66	68	68	2	0	B (67)	A/E	66	2	0	65	3	0	65	3	0	65	3	0	65	3	0	65	3	0
R128	Evaluated Barrier 18	Residential	4	27885 Manzanita Trail	61	63	63	2	0	B (67)	None	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R129	Evaluated Barrier 18	Residential	3	27925 Manzanita Trail	63	65	65	2	0	B (67)	None	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
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												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R130	Evaluated Barrier 19	Residential	4	25 Sylvan Road	66	68	68	2	0	B (67)	A/E	65	3	0	63	5	4	61	7	4	59	9	4	57	11	4	56	12	4
R131	Evaluated Barrier 19	Residential	3	28005 Manzanita Trail	68	70	70	2	0	B (67)	A/E	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
R132	Evaluated Barrier 19	Residential	3	28075 Manzanita Trail	65	67	67	2	0	B (67)	A/E	66	1	0	66	1	0	66	1	0	65	2	0	65	2	0	64	3	0
R133	Evaluated Barrier 19	Residential	3	280 Alpine Drive	67	68	68	1	0	B (67)	A/E	67	1	0	67	1	0	67	1	0	67	1	0	66	2	0	65	3	0
R134		Residential		28217 Secret Town Road	55	56	56	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R135		Residential		28411 Secret Town	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R136	Evaluated Barrier 19	Residential	2	28200 Magra Road	56	57	57	1	0	B (67)	None	54	3	0	54	3	0	54	3	0	54	3	0	54	3	0	54	3	0
R137	Evaluated Barrier 19	Residential	4	190 Alpine Drive	63	64	64	1	0	B (67)	None	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0
R138	Evaluated Barrier 19	Residential	4	110 Alpine Drive	68	70	70	2	0	B (67)	A/E	67	3	0	66	4	0	65	5	4	64	6	4	64	6	4	63	7	4
R139		Residential		Secret Town Road	63	65	65	2	0	B (67)	None																		
R140	Evaluated Barrier 20	Trail		Magara Road	70	72	72	2	0	C (67)	A/E	70	2	0	70	2	0	69	3	0	69	3	0	68	4	0	68	4	0
R141		Residential		Magra Road	56	58	58	2	0	B (67)	None																		

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												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R142		Residential		Magra Road	58	60	60	2	0	B (67)	None																			
R143		Residential		30140 Magra Road	63	64	65	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R144		Residential		29890 Secret Town Road	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R145		Residential		30180 Magra Road	63	64	65	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R146		Residential		Gold Run Road	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R147		Undeveloped		30500 Magra Road	57	58	59	1	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R148	Evaluated Barrier 21	Residential	2	Railroad Terrace Lane	62	64	64	2	0	B (67)	None	63	1	0	63	1	0	62	2	0	62	2	0	60	4	0	59	5	2
R149	Evaluated Barrier 21	Residential	1	Gold Run School Road	64	66	66	2	0	B (67)	A/E	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	1
R150		Residential		53 Garrett Road	55	57	57	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R151		Residential		50 Grant Street	52	53	54	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R152		Residential		25 Grant Street	50	52	52	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R153		Residential		66 Horseshoe Bend	50	51	51	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R154		Residential		30950 Gold Run Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R155	Evaluated Barrier 22	Residential	1	32255 Lincoln Road	54	56	56	2	0	B (67)	None																			
R156	Evaluated Barrier 22	Residential	1	32155 Ridge Road	62	64	64	2	0	B (67)	None																			
R157	Evaluated Barrier 23	Residential	3	32362 Monte Vista Lane	66	68	68	2	0	B (67)	A/E	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
R158	Evaluated Barrier 23	Residential	1	32402 Monte Vista Lane	68	70	70	2	0	B (67)	A/E	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
R159	Evaluated Barrier 23	Residential	3	32383 Monte Vista Lane	61	62	62	1	0	B (67)	None	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0
R160		Residential		32585 Frost Hill Place	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R161		Residential		101 Morton Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R162		Residential		33883 Jovan Road	60	62	62	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R163		Residential		34060 Casa Loma Road	63	65	65	2	0	B (67)	None																			
R164		Residential		34230 Casa Loma Road	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R165		Residential		34488 E Towle Road	60	61	61	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R166		Residential		34508 E Towle Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																						
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]				
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR		
R167		Residential		34608 E Towle Road	62	63	63	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R168		Residential		34658 E Towle Road	63	65	65	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R169		Residential		34365 Casa Loma Road	63	64	64	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R170		Residential		34818 E Towle Road	60	61	62	1	1	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R171		Residential		34860 Alta Bonnynook Road	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R172		Residential		34860 Alta Bonnynook Road	62	64	64	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R173		Residential		34965 Alta Bonnynook Road	59	61	61	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R174		Other Developed Land		Lukens Lane	61	62	62	1	0	E (72)	None[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R175		Residential		Lukens Lane	61	63	63	2	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R176		Residential		35499 Baxter Road	60	61	61	1	0	B (67)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R177		Undeveloped		Dwight D. Eisenhower Highway	67	67	68	0	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R178		Undeveloped		Drum Forebay Road	63	63	64	0	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R179		Undeveloped		Alan S. Hart Freeway	66	66	67	0	1	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R180		Undeveloped		Dwight D. Eisenhower Highway	67	68	68	1	0	G	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R181		Airport		Blue Canyon-Nyack Airport	69	69	69	0	0	F	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R182	Evaluated Barrier 25	Residential	2	41010 Putt Road	64	64	65	0	1	B (67)	None	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R183	Evaluated Barrier 25	Residential	1	41020 Putt Road	65	65	66	0	1	B (67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	61	5	1	60	6	1
R184	Evaluated Barrier 25	Residential	5	41031 Skyline Drive	59	59	59	0	1	B (67)	None	58	1	0	58	1	0	58	1	0	57	2	0	56	3	0	55	4	0
R185	Evaluated Barrier 25	Residential	1	41040 Putt Road	68	68	69	0	1	B (67)	A/E	66	3	0	65	4	0	64	5	1	63	6	1	62	7	1	61	8	1
R186	Evaluated Barrier 25	Residential	3	41049 Skyline Drive	59	59	59	0	1	B (67)	None	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0	54	5	3
R187	Evaluated Barrier 25	Residential	2	41087 Skyline Drive	58	58	59	0	1	B (67)	None	59	0	0	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0
R188	Evaluated Barrier 25	Residential	1	41060 Putt Road	63	64	64	0	0	B (67)	None	62	2	0	61	3	0	60	4	0	59	5	1	58	6	1	57	7	1

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																				
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R189	Evaluated Barrier 25	Residential	1	41127 Skyline Drive	56	56	56	1	0	B (67)	None	55	1	0	55	1	0	54	2	0	53	3	0	53	3	0	52	4	0
R190	Evaluated Barrier 25	Residential	2	41147 Skyline Drive	57	57	58	0	0	B (67)	None	56	2	0	56	2	0	55	3	0	54	4	0	53	5	2	53	5	2
R191	Evaluated Barrier 25	Residential	2	41140 Putt Road	57	57	57	0	1	B (67)	None	56	1	0	55	2	0	54	3	0	54	3	0	53	4	0	53	4	0
R192	Evaluated Barrier 25	Residential	2	41177 Skyline Drive	66	69	69	1	0	B (67)	A/E	69	0	0	68	1	0	68	1	0	67	2	0	65	4	0	64	5	2
R193	Evaluated Barrier 25	Residential	1	41150 Putt Road	69	68	69	1	0	B (67)	A/E	69	0	0	67	2	0	66	3	0	65	4	0	63	6	1	62	7	1
R194	Evaluated Barrier 25	Residential	1	50 Judah Road	63	63	64	0	0	B (67)	None	63	1	0	62	2	0	60	4	0	60	4	0	59	5	1	58	6	1
R195	Evaluated Barrier 25	Residential	3	41210 Skyline Drive	60	60	60	0	1	B (67)	None	60	0	0	60	0	0	59	1	0	58	2	0	57	3	0	57	3	0
R196	Evaluated Barrier 25	Residential	1	41320 Putt Road	67	68	68	0	0	B (67)	A/E	67	1	0	66	2	0	66	2	0	62	6	1	61	7	1	61	7	1
R197	Evaluated Barrier 25	Residential	1	41360 Putt Road	68	68	69	0	0	B (67)	A/E	68	1	0	68	1	0	67	2	0	64	5	1	63	6	1	62	7	1
R198	Evaluated Barrier 25	Residential	1	41390 Putt Road	64	64	65	0	1	B (67)	None	64	1	0	63	2	0	62	3	0	60	5	1	59	6	1	58	7	1
R199	Evaluated Barrier 25	Residential	1	41410 Putt Road	65	65	66	0	0	B (67)	A/E	65	1	0	64	2	0	63	3	0	62	4	0	61	5	1	61	5	1
R200	Evaluated Barrier 25	Residential	1	41420 Putt Road	62	62	62	0	0	B (67)	None	62	0	0	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0
R201	-	Hotel	1	S Auburn Street-	64	66	66	2	0	E (72)	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA[2]	I-80 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																							
						Design Year Noise Level without Project[2] $L_{eq}(h)$, dBA	Design Year Noise Level with Project [2]	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type[1]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)																	
												6 feet			8 feet			10 feet			12 feet[5]			14 feet[5]			16 feet[5]		
												$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
				Proposed Pool Area																									

[1] Impact Type: S = Substantial Increase (12 dBA or more), A/E = Approach or Exceed NAC, None = Increase is less than 12 decibels and noise levels do not approach or exceed the NAC.
[2] As stated in the TeNS, modeling results are rounded to the nearest decibel before comparisons are made.

[3] As stated in the Traffic Noise Protocol (TNAP) April 2020, bike baths that serve primarily as a transportation facility are not evaluated as recreational trails.

[4] This location does not include any exterior noise sensitive land uses; exterior noise levels are provided for reference only.

[5]This location is not representative of the area of frequent human use, exterior noise levels are provided for TNM model validation only. An additional modeled receiver was placed in the area of frequent human use.

[6]Minimum height needed to break the line of sight between 11.5 foot truck stack and first row receptors.