Guadalupe Active Partnership for Signalization and CAPM to Santa Maria (GAPS-CAPM)

Intersection of State Route 166 and State Route 1 to the intersection of State Route 166 and U.S. 101 in Santa Barbara County

05-SB-166-PM 0.0-8.9

05-SB-1-PM 48.9-49.3

Project EA: 05-1M310

Project ID Number 0519000093

Initial Study
with Proposed Mitigated Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

April 2024

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Santa Barbara County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District Office at 50 Higuera Street, San Luis Obispo, California 93401. This document may be downloaded from the following website: https://dot.ca.gov/caltrans-near-me/district-5.
- Attend the virtual public information meeting on May 16, 2024, at 6:00 p.m. The meeting link will be posted on the project website: https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/05-1m310
- Tell us what you think. If you have any comments regarding the proposed project, please attend the virtual public information meeting and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Lucas Marsalek, District 5 Environmental Division, California Department of Transportation, 50 Higuera Street, San Luis Obispo, California 93401. Submit comments via email to: lucas.marsalek@dot.ca.gov.
- Submit comments by the deadline: May 31, 2024.

What happens next:

After comments are received from the public and the 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 appropriated, Caltrans could design and construct all or part of the project.

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05-SB-166-PM 0.0-8.9
Project EA: 05-1M310
Project ID Number 0519000093

This project is a Capital Preventive Maintenance (CAPM) project with intersection improvements on State Route 166 from post miles 0.0 to 8.9 and State Route 1 from post miles 48.9 to 49.3 in Santa Barbara County

INITIAL STUDY
with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board, U.S. Army Corps of Engineers

Trustee Agencies: City of Guadalupe, City of Santa Maria, and County of Santa Barbara

Jason Wilkinson

Jason Wilkinson
D5 Deputy District Director, Environmental Analysis
California Department of Transportation
CEQA Lead Agency

3/1/24

Date

The following individual can be contacted for more information about this document:

Lucas Marsalek, 50 Higuera Street, San Luis Obispo, California 93401; 805-458-5408; lucas.marsalek@dot.ca.gov

DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 05-SB-166-PM 0.0-8.9 and 1-PM 48.9-49.3

EA/Project Number: EA 05-1M310 and Project ID Number 0519000093

Project Description

The California Department of Transportation (Caltrans) proposes a Capital Preventive Maintenance (CAPM) project with intersection improvements on State Route 166 from post miles 0.0 to 8.92 and State Route 1 from post miles 48.9 to 49.3 in Santa Barbara County. A Capital Preventive Maintenance project is the result of a strategic decision to make cost-effective repairs on an existing roadway that is in generally fair condition with a considerable remaining service life (15 to 30 years). Traffic signalization will be incorporated at the State Route 1/State Route 166 and Obispo Street/State Route 166 intersections. Improvements will be made on the Union Pacific Railroad at-grade crossing with the inclusion of a pre-signal. The project includes replacing and adding Transportation Management Systems, removing and adding single-post and two-post signs, replacing sign panels, and rehabilitating or reconstructing sidewalk curb ramps to meet Americans with Disabilities Act standards.

Determination

It is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This proposed Mitigated Negative Declaration is subject to change based on comments received from interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The project would have no effect on cultural resources, tribal cultural resources, land use and planning, population and housing, public services, recreation, energy, geology and soils, wildfire, utilities and service systems, or mineral resources.

The project would have less than significant effects on agriculture and forestry resources, air quality, noise, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, transportation, cumulative impact, and aesthetics.

With the incorporation of mitigation measure BIO-33 below, the project would not have a significant effect on biological resources:

Mitigation Measure BIO-33: About 0.12 acre (5,377 square feet) of open agricultural drainage ditches will be converted to 359 linear feet of closed culvert to accommodate the roadway expansion and sidewalk addition. An on-site enhancement of about 0.37 acre (16,131 square feet) of ditches will be constructed to ensure a 3-to-1 replacement ratio for permanent impacts. About 0.83 acre (35,962 square feet) of ditches are expected to be temporarily impacted and will be restored within Caltrans' right-of-way at a 1-to-1 replacement ratio. To ensure the success of the on-site enhancement to the ditches, a one-year plant establishment period will be required, which would include ongoing inspections, weeding, and replacement. Additionally, five years of post-construction monitoring will be required as a condition of the Regional Water Quality Control Board permit. Restoration plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and developed in coordination with a Caltrans biologist.

Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate the temporary and permanent impacts on jurisdictional areas within the agricultural drainage ditches. The Mitigation and Monitoring Plan would be consistent with federal and state regulatory requirements and would be amended with any regulatory permit conditions as required. Caltrans would implement the Mitigation and Monitoring Plan as necessary during construction and immediately following project completion.

_____

Jason Wilkinson
D5 Deputy District Director, Environmental Analysis
California Department of Transportation

_____

Date

Table of Contents

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (NEPA). As CEQA lead, Caltrans has prepared this Initial Study with Proposed Mitigated Negative Declaration for the project. As the NEPA lead, Caltrans will prepare a separate Categorical Exclusion for the project.

The project is programmed in the 2024 State Highway Operation and Protection Program with funding from the Roadway Preservation (Pavement Preservation) Program. Project construction will start in 2026 and is expected to be completed in 2027. A Build Alternative and a No-Build Alternative are being evaluated. The current estimated construction cost for the Build Alternative is $28,063,000, and the escalated cost is $30,811,000.

The project is a Capital Preventive Maintenance (CAPM) and intersection improvement project on State Route 166 in the County of Santa Barbara, from post mile 0.0 in the City of Guadalupe to post mile 8.9 at the U.S. Route 101 interchange in the City of Santa Maria. This project also includes State Route 1 from post miles 48.9 to 49.3 for intersection improvements. Figure 1-1 shows the project vicinity within Santa Barbra County, and Figure 1-2 shows the projects located between the City of Guadalupe and the City of Santa Maria.

The project will preserve 10.4 lane miles of flexible Class 2 pavement from post mile 6.31 to post mile 8.9 and 12.1 lane miles of flexible Class 3 pavement from post mile 0.0 to post mile 6.3 using 0.20 foot of Rubberized Hot Mix Asphalt overlay, including 0.20 foot of cold planing. The project includes replacing and adding Transportation Management Systems, removing and adding single-post and two-post signs, replacing sign panels, and rehabilitating and reconstructing sidewalk curb ramps to meet Americans with Disabilities Act standards. Traffic signalization will be incorporated at the State Route 1/State Route 166 and Obispo Street/State Route 166 intersections. The roadway will be widened along State Route 1 around post mile 49.2 and along State Route 166 to accommodate the addition of turning lanes and bike lanes. West Main Street (in the City of Guadalupe, west of the State Route 1 intersection) will also be widened by integrating a new shoulder next to the eastbound lane. Sidewalk improvements will be performed along State Route 1 and State Route 166. Drainage systems will be changed along State Route 166, with some portions of open agricultural drainage ditches

being converted to closed culverts and others being made into restoration ditches with sedimentation elements.

Improvements will be made on the Union Pacific Railroad at-grade crossing with the inclusion of a pre-signal. A raised median will be added where the railroad crosses State Route 166, and signal arms will be placed on either side of the median. Roadway pavement marking and striping will be incorporated to align with project improvement changes.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to extend the service life and improve the ride quality of the existing pavement, improve multimodal travel, and improve operations along SR 1 and SR 166. The following goals have been identified within the project limits:

- Improve the ride quality and prevent further deterioration of the pavement.
- Improve the collection and reliability of traffic data for traffic management purposes.
- Upgrade guardrails to the Manual for Assessing Safety Hardware standards and improve accessibility under the Americans with Disabilities Act.
- Increase and improve access and connectivity for bicyclists and pedestrians along and across State Route 1 and State Route 166.
- Improve driver awareness of bicyclists and pedestrians along and across State Route 1 and State Route 166.
- Improve the operation of intersections on State Route 1 and State Route 166 for drivers, pedestrians, and bicyclists.

1.2.2 Need

The transportation deficiencies that this project was initiated to address include the following:

- The Caltrans Pavement Management System Report indicated State Route 166 is exhibiting minor surface distress and unacceptable ride quality, which, if left uncorrected, will deteriorate to a major roadway rehabilitation need.

- Existing traffic census stations have reached the end of their service life and will be damaged during construction-related activities.
- Sections of guardrails within the project limits do not meet the Manual for Assessing Safety Hardware standards, and spot locations of curb ramps do not meet current Americans with Disabilities Act standards.
- Bike lanes and sidewalks are needed along State Route 166 near the City of Guadalupe for future development per the Guadalupe Mobility and Revitalization Plan.
- The flow of traffic is projected to deteriorate over time and, if left uncorrected, will reach unsatisfactory levels.

1.3 Project Description

The project is a Capital Preventive Maintenance (CAPM) and intersection improvement project on State Route 166, from post mile 0.0 in the City of Guadalupe to post mile 8.9 at the U.S. Route 101 interchange in the City of Santa Maria in Santa Barbara County. The intersection at State Route 166 and State Route 1 includes improvements on State Route 1 from post miles 48.9 to 49.3.

Pavement Improvements

The project will preserve 10.4 lane miles of flexible Class 2 pavement from post mile 6.31 to post mile 8.9 and 12.1 lane miles of flexible Class 3 pavement from post mile 0.0 to post mile 6.3 using 0.20 foot of Rubberized Hot Mix Asphalt overlay, including 0.20 foot of cold planing.

Americans with Disabilities Act Curb Ramps

The project will upgrade or replace 93 curb ramps to meet Americans with Disabilities Act standards.

Sign Panel and Guardrail Upgrades

The project will include nine large sign replacements. Also, the project will upgrade about 1,637 linear feet of guardrails to meet the Manual for Assessing Safety Hardware standards.

Additional Project Features Near Guadalupe

Sidewalk Improvements

About 5,550 linear feet of sidewalk will be added to the north and south sides of State Route 166, starting at the intersection of State Route 166 and State Route 1. On the south side of State Route 166, the project will add about 630 feet of sidewalk past Flower Avenue; on the north side of State Route 166,

the sidewalk will end at Flower Avenue. Sidewalks will also be added along the east side of State Route 1 north of the State Route 166 intersection.

Drainage

The project will include about 2,000 linear feet of improvements to drainage ditches on the south side of State Route 166, from the State Route 1 intersection to 0.1 mile past Flower Avenue. Sediment control features will be integrated into the ditches to help alleviate sediment buildup during peak flows and farm runoff.

On the north side of State Route 166, from State Route 1 to Flower Avenue, a portion of the open drainage ditch running next to the highway will be culverted. The project will convert about 1,280 linear feet of the ditch into a closed culvert, including small sections of the ditch that run under roads intersecting State Route 166. Dewatering the ditches under construction may be necessary to minimize its impact on biological species. See the biological resources section in Chapter 2 for further details.

The project would not impact roadside ditches east of Flower Avenue.

Intersection Improvements

State Route 166 and State Route 1 Intersection

The project will replace the stop sign-controlled intersection at State Route 166 and State Route 1 with traffic signalization. The roadway will be widened along State Route 1 and State Route 166 to accommodate additional turning lanes. The north, east, and south legs of the intersection will have left-turn lanes added. The signals would incorporate Transportation Management Systems, which are electronic detection systems that would help collect data on traffic patterns at the intersection. See Figure 1-3.

State Route 166 and Obispo Street Intersection

The project would add traffic signalization at the State Route 166 and Obispo Street intersection and incorporate Transportation Management Systems. See Figure 1-3.

State Route 166 and Flower Avenue Intersection

The project will add a two-way stop sign for traffic control at the State Route 166 and Flower Avenue intersection and add left-turn lanes to the north, east, and south legs of the intersection. See Figure 1-3.

Union Pacific Railroad

Improvements will be made on the Union Pacific Railroad at-grade crossing with the inclusion of a pre-signal. The pre-signal will be a traffic light that stretches across the road before the railroad crossing. A raised median will be added where the railroad crosses State Route 166, and signal arms will be placed on either side of the median. Roadway pavement marking and striping

will be incorporated to align with these changes at and near the railroad crossing.

Bike Lanes

About 1.04 miles of Class 2 bike lanes will be added on the eastbound and westbound lanes of State Route 166 from the intersection of State Route 1 to about 0.1-mile past Flower Avenue. Bike lanes will also be added along the west side of State Route 1 north of the State Route 166 intersection to postmiles 49.5.

Construction Period

Construction is expected to last from approximately November 2026 to August 2027.

Figure 1-1 Project Vicinity Map

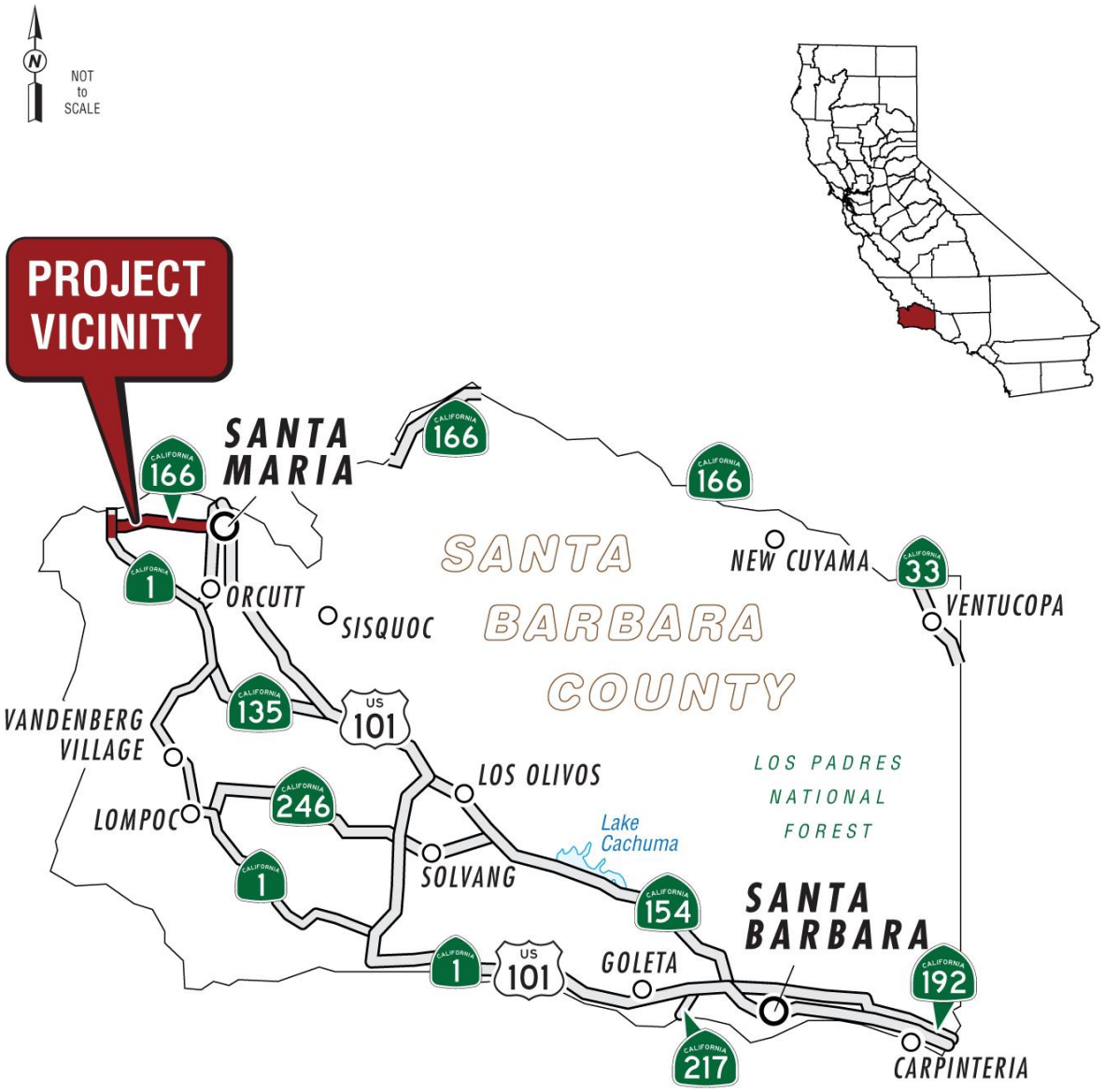


Figure 1-2 Project Location Map

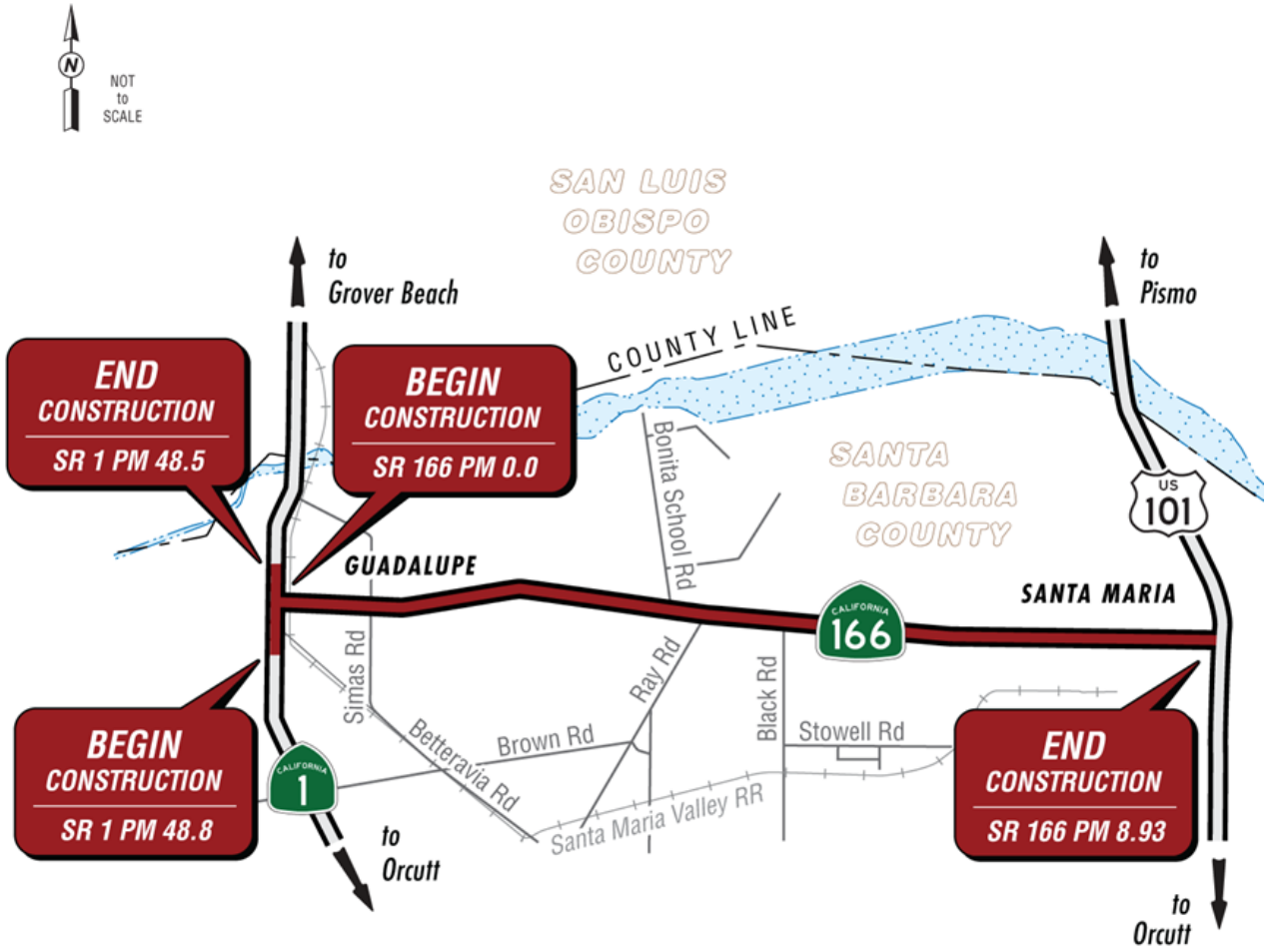
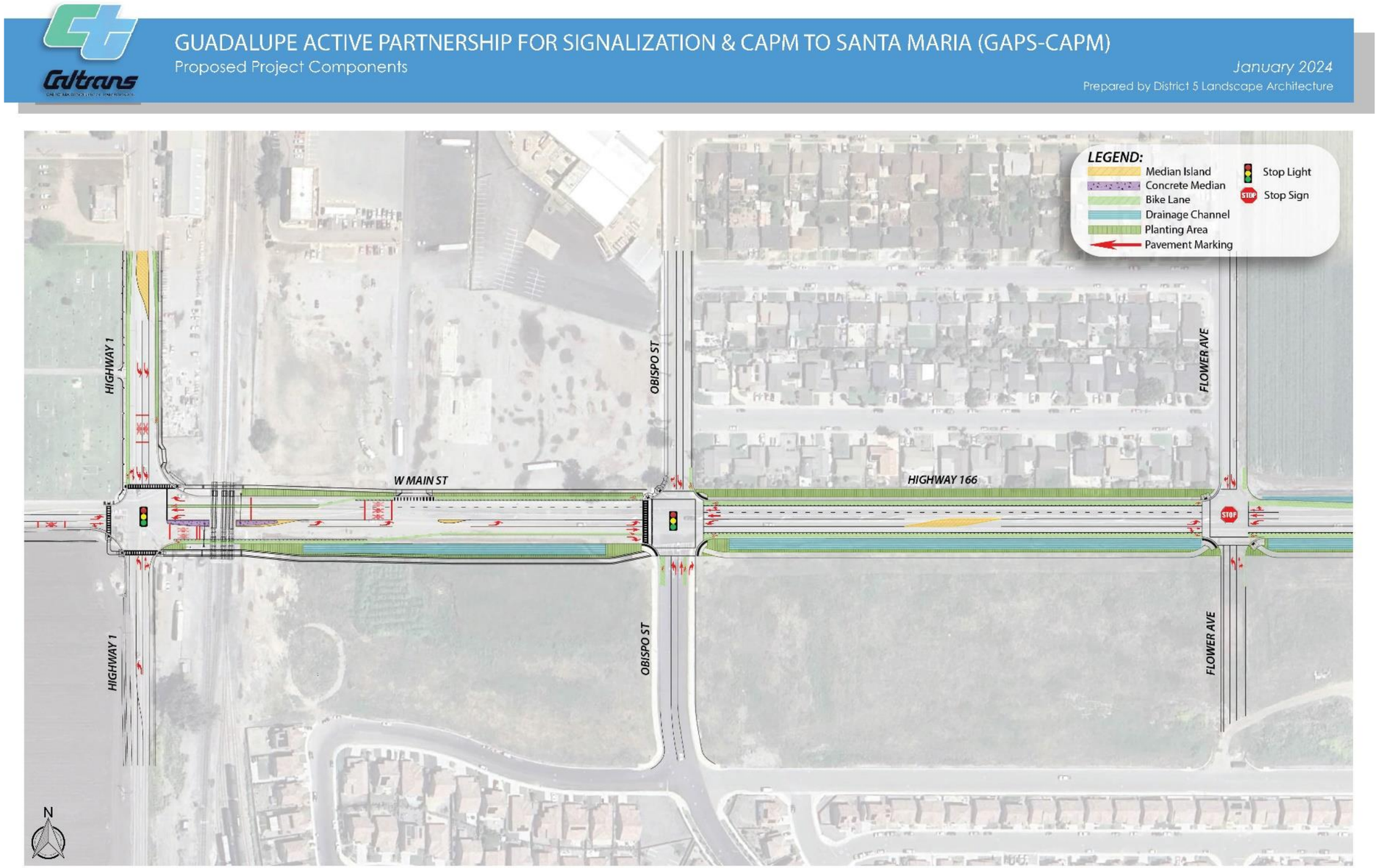


Figure 1-3 Project Intersection Detail



1.4 Project Alternatives

Two alternatives were considered: the build alternative and the no-build alternative. The build alternative will preserve 10.4 lane miles of flexible Class 2 pavement from post mile 6.31 to post mile 8.9 and 12.1 lane miles of flexible Class 3 pavement from post mile 0.0 to post mile 6.3 using 0.20 foot of Rubberized Hot Mix Asphalt overlay, including 0.20 foot of cold planing. This alternative includes replacing and adding Transportation Management Systems, removing, and adding single-post and two-post signs, replacing sign panels, and rehabilitating and reconstructing sidewalk curb ramps to meet Americans with Disabilities Act standards. Traffic signalization will be incorporated at the State Route 1/State Route 166 and Obispo Street/State Route 166 intersections. The roadway will be widened along State Route 1 around post mile 49.2 and along State Route 166 to accommodate the addition of turning lanes and bike lanes. West Main Street (in the City of Guadalupe, west of the State Route 1 intersection) will also be widened by integrating a new shoulder next to the eastbound lane. Sidewalk improvements will be performed along State Route 1 and State Route 166. Drainage systems will be changed along State Route 166, with some portions of open agricultural drainage ditches being converted to closed culverts and others being made into restoration ditches with sedimentation elements. See Section 1.3 for further details.

Under the no-build alternative, no improvements would be made to the intersections, multimodal access, or Transportation Management System elements, and no paving would be done. The no-build alternative would not meet the project's purpose and need.

Within the project limits, the intersections at State Route 166 and State Route 1, Obispo Street, and Flower Avenue need improvements. If improvements are not made, traffic conditions will continue to worsen as the population grows. Without the replacement of the Transportation Management System elements, information collected from the project location might be unreliable or incomplete. Without the repaving of the project area, the pavement will continue to degrade further. Without the addition of sidewalks, bike lanes, and Americans with Disabilities Act-compliant curb ramps, the project will not meet the need for greater access for multimodal users.

1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

The project would include Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts, or

circumstances associated with the project but are instead implemented as part of the project's design to address common issues encountered on Caltrans projects. The measures listed below are those related to environmental resources and are applicable to the project. These measures can be found in the Caltrans 2023 Standard Specifications document.

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-7 Paleontological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements

- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional standard measures would be added to the project as necessary or appropriate.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. 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 U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1600 Streambed Alteration Agreement	Will be completed before construction.
U.S. Fish and Wildlife Service	Federal Endangered Species Act Section 7 Consultation and Programmatic Biological Opinion for the California red-legged frog and Section 7 Consultation formal consultation for the southwest pond turtle.	Will be completed before the final environmental document is finalized.
Central Coast Regional Water Quality Control Board	401 Water Quality Certification	Will be completed before construction.
U.S. Army Corps of Engineers	404 Nationwide Verification	Will be completed before construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this 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 and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment dated December 19, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**Less Than Significant Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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?	**Less Than Significant Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

Affected Environment

The project is in and near the cities of Santa Maria and Guadalupe. The region has a generally rural visual character with agricultural, commercial, and residential land uses. Scenic vistas in the project vicinity include distant views of the mountains to the south and northeast. The inland hills are also primary contributors to the scenic vista but are less visually dominant within the cities of Guadalupe and Santa Maria because the buildings make it difficult to see these vistas. Although the region is becoming more suburbanized, the area still maintains much of its rural character, due in large part to the abundant cropland and open space. However, commercial buildings line State Route 166 throughout the city of Santa Maria, causing the visual character to be more urbanized along this section of the highway. Most of the views coming out of the city of Guadalupe are predominantly of agricultural fields, but viewers will also see occasional rural residential and commercial buildings. The city of Santa Maria, however, contributes to a more urbanized visual context, with commercial, industrial, and residential uses often visible. Urban-type elements are readily seen with a substantial amount of signage, overhead utilities, and sources of light.

Applicable planning policies, documents, and guidelines were analyzed to understand the community sensitivity regarding the aesthetic character of the region and the project areas, as detailed in the Visual Impact Assessment.

Environmental Consequences

The project will have minimal to no effects on views of scenic vistas in the area because the visibility of distant hills will remain the same. State Route 166 is not a designated scenic highway, and the project has no lighting elements.

The project will have Transportation Management System elements, sign panels, and curb ramps that will be visible from the roadway. All these elements together will change the visual character of the area and have a practical appeal. The widening of the roadway will also lead to an urbanization of the area's rural character.

One 48-inch palm and one 30-inch Monterey cypress are proposed to be removed on the north side of State Route 166 between State Route 1 and Obispo Street. These trees are considered skyline trees due to their large size, which makes them noticeable from distinct viewpoints and visual landmarks in the community.

The minimization measures below address these environmental consequences of the project and reduce the potential effect to less than significant. Figure 2-1 below shows an existing view (looking east) of State Route 166 between Obispo Street and Flower Avenue. Figure 2-2 shows a proposed view (looking east) of State Route 166 between Obispo Street and Flower Avenue.

Figure 2-1 State Route 166 Between Obispo Street and Flower Avenue, Looking East, Existing View

Figure 2-2 State Route 166 Between Obispo Street and Flower Avenue, Looking East, Proposed

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following minimization measures, the project would be consistent with the aesthetic and visual resource protection goals along State Route 1 and State Route 166, and potential visual impacts would be reduced:

AES-1: Preserve as much existing vegetation as possible. Prescriptive clearing, grubbing, and grading techniques that save the most existing vegetation possible should be used.

AES-2: Street trees and planting shall be replaced and maintained until established. Locations are to be determined and approved by District 5 Landscape Architecture, considering safety and horticultural appropriateness.

AES-3: Following construction, regrade and recontour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

AES-4: The aesthetic treatment of Transportation Management System elements, such as painting, shall be determined and approved by District 5 Landscape Architecture.

AES-5: If additional complete street items are added to the project scope, coordination must occur with District 5 Landscape Architecture.

2.1.2 Agriculture and Forestry Resources

In determining whether impacts on 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. There are forestry resources associated with the project.

The project would require minimal permanent acquisition of farmland and would not require temporary construction easements on farmland. Considering this information and the information in the Community Impact Assessment – Farmland dated September 20, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	**Less Than Significant Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**Less Than Significant Impact**
c) 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))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	**No Impact**

Affected Environment

Agriculture is Santa Barbara County's economic leader. According to the Santa Barbara County Agricultural Commissioner's Office, the county's farms

and ranches reached 1.8 billion dollars in total gross production value in 2020. About 720,000 acres of land in Santa Barbara County are dedicated to agriculture. Regional crop production consists of seasonal vegetables, fruits, and nursery crops, in addition to the use of agricultural land for livestock grazing.

The project is in a rural setting in northern Santa Barbara County. A review of public land use data identified agricultural land uses and urban buildup land next to the project site. The city of Guadalupe is to the north of the western portion of the project, and the city of Santa Maria surrounds the far eastern end of the project. The section of the project from post miles 0.4 to 6.5 is mostly agricultural land with a few agricultural services. Bonita Elementary School is located around post mile 3.7. Although the region is becoming more suburbanized, the area still maintains much of its rural character due in large part to the abundant cropland.

In Santa Barbara County, land uses that surround the project area are mixed, identified as either vacant, agricultural, or residential. Table 2-1 identifies the farmland properties within the project footprint that would require partial acquisition as a result of this project. Assessor's Parcel Numbers 113-070-025, 113-070-005, and 113-070-020 are protected under the agricultural preserve program and are under the Williamson Act Contract.

Federal Farmland Classification - Natural Resources Conservation Service

The Natural Resources Conservation Service regulates protected farmlands under the Farmland Protection Policy Act and categorizes farmlands for protection under the Farmland Protection Policy Act. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. Other farmlands protected under the Farmland Protection Policy Act include unique farmland and farmlands of statewide or local importance. All the farmland that the project would acquire is classified as prime farmland.

Figure 2-3 Natural Resources Conservation Service and Williamson Act

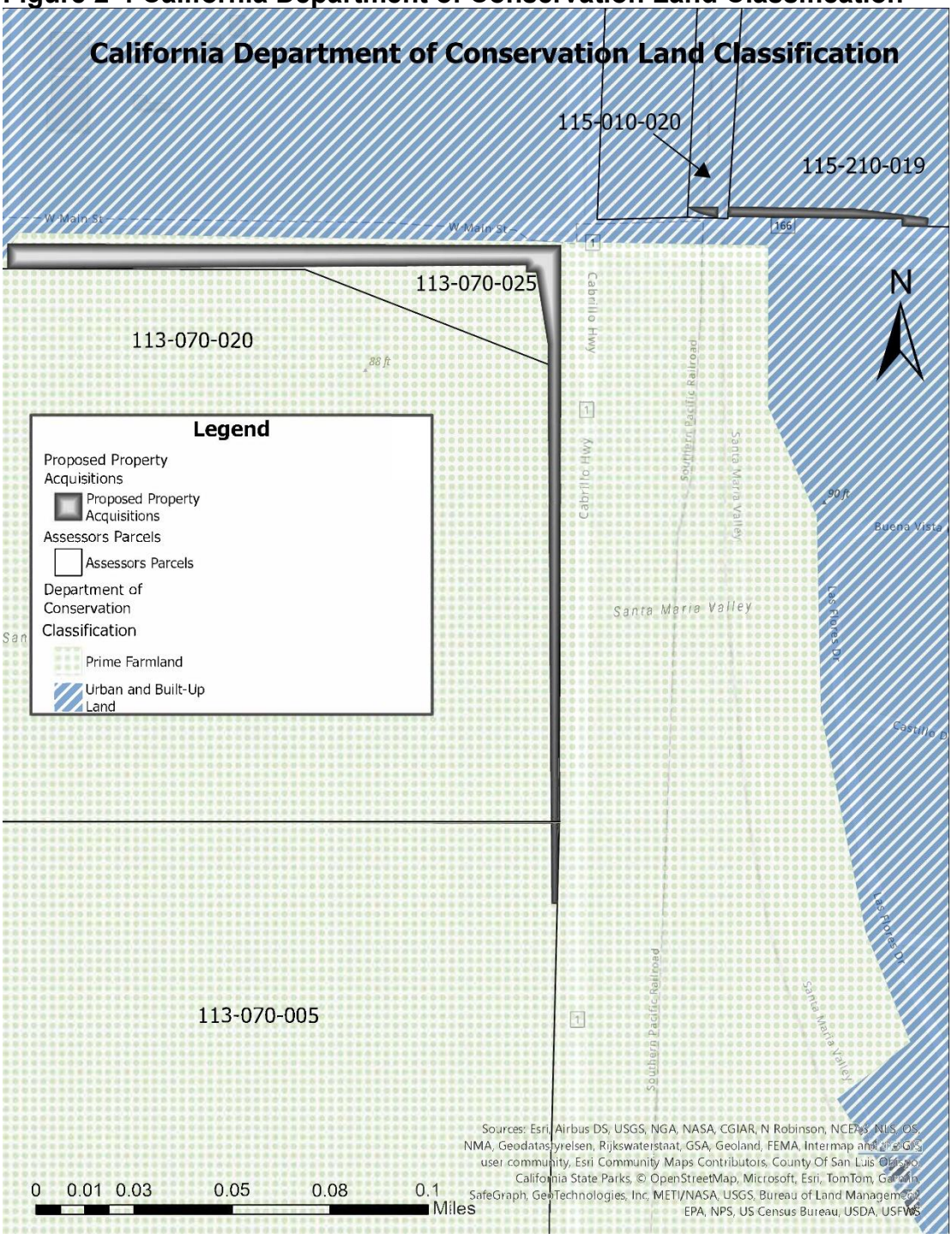
California Farmland Classification - Department of Conservation

In California, farmland is classified by the Department of Conservation through the Farmland Mapping and Monitoring Program. The California Department of Conservation, Office of Land Conservation, maintains a statewide inventory of farmlands. These lands are mapped by the Division of Land Resource Protection as part of the Farmland Mapping and Monitoring

Program. Farmland classification is based on the land's soil quality and irrigation status. Agricultural land includes prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land. Grazing land is included in this definition in California, compared to the federal criteria, which do not include grazing.

Three of the proposed acquisitions (113-070-005, 113-070-020, and 113-070-025) are classified as prime farmland. The other two acquisitions are within the city of Guadalupe and zoned as general industrial. These two parcels are classified as urban and built-up land by the California Farmland Mapping and Monitoring Program and are not discussed further in this section. Figure 2-3 shows the assessor parcels being partially acquired by Caltrans and the Department of Conservation Land Classification.

Figure 2-4 California Department of Conservation Land Classification



Environmental Consequences

The project or project-related construction activities are not expected to prevent the continuation of existing farmland activities in the area. However, construction activities may temporarily generate dust that could be carried by the wind and settle on nearby farms.

The project would widen shoulders, widen intersections, and convert roadside ditches to culverts and open ditch restoration areas, which will require partial property acquisition of five nearby properties, three of which are currently identified for farmland use (see Table 2.1). The project will also place guardrails in front of an existing agricultural well pump house for protection.

The project will require partial acquisitions of five parcels totaling about 0.626 acre, 0.45 acre of which have been farmed in the last 10 years. The partial acquisition would result in the loss of about 0.000075 percent of farmable land in Santa Barbara County. This loss of property is not expected to prevent the continuation of agricultural practices on these properties. Table 2-1 identifies the farmland properties within the project footprint that would require partial acquisition as a result of this project.

Table 2.1 Farmland Acquisition for the Project

Assessor's Parcel Number	Total Property (Acres)	Proposed Property Acquisition (Acres)	Percent of Property Proposed for Acquisition
113-070-025	1.08	0.32	30 percent
113-070-020	13.98	0.12	.86 percent
113-070-005	104.92	0.015	.014 percent

Caltrans design staff members have refined the current project design over the years to minimize the requirement for new state right-of-way in the project area. The current design has been determined to meet the necessary goals of the project while meeting current Caltrans design standards and minimizing the amount of partial farmland acquisition needed for new state right-of-way.

Natural Resources Conservation Service

The Natural Resources Conservation Service's Farmland Conversion Impact Rating is used to analyze a project's impacts on farmland if acquisition is needed. A scoring system is used that considers several factors, including soil quality, land productivity at the time of purchase, surrounding land use and soil quality, and the amount of land being acquired. The Natural Resources Conservation Service rating for the proposed project was 90 with a total score of 155 (Natural Resources Conservation Service August 4, 2023).

A project with a Farmland Conversion Impact Rating that is less than 160 is not required to mitigate for farmland acquisition. Avoidance and minimization measures are included in this project to ensure prime farmland acquisitions are minimized to the extent feasible.

Williamson Act

Within the project limits, three farmland properties have a Williamson Act Contract, identified as assessor's parcel numbers 113-070-025, 113-070-020, and 113-070-005. The properties are located on the eastbound side of State Route 166 from post mile 0 to post mile 0.1 and share the northern boundary line with the existing right-of-way. The project will require partial property acquisition from assessor's parcel numbers 113-070-025, 113-070-020, and 113-070-005 for new state right-of-way to accommodate shoulder widening and intersection improvements as discussed above. The project will require the acquisition of about 0.45 acre total from all three parcels, with the largest portion coming from parcel 113-070-025. The overall loss of farmland from the three parcels is less than 0.4 percent of the overall acreage of the three parcels combined. The partial acquisition of the three Williamson Act-enrolled parcels is not expected to affect their enrollment in their Williamson Act contracts.

With the implementation of the following minimization measures, impacts on agricultural resources would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

AG-1: The project will limit the amount of new right-of-way acquisition from nearby farmland properties and only acquire new right-of-way necessary for project completion.

AG-2: Construction-related storage, staging, and access will avoid properties currently involved in agricultural activities.

AG-3: Infill materials to be used in the project shall not be obtained from borrow sites comprised of prime agricultural soils.

AG-4: Areas next to farmland properties disturbed during construction will be restabilized using native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements of the California Food and Agricultural Codes. Soil amendments must not contain paint, petroleum products, pesticides, or any other chemical residues harmful to animal life or plant growth.

AG-5: The construction contract will include provisions to protect against the spread of invasive species.

AG-6: Construction activities must be coordinated with local farmland operations to ensure that access to nearby farmland properties is maintained during project construction.

2.1.3 Air Quality

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

Considering the information in the Air Quality Technical Memo, dated September 5, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
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?	**Less Than Significant Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

Affected Environment

The project is in the South-Central Coast Air Basin. The South-Central Coast Air Basin consists of San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara County Air Pollution Control District regulates air quality in Santa Barbara County. The county is non-attainment for the State Ambient Air Quality Standards for Particulate Matter (PM10). It is in attainment for the State Ozone, Particulate Matter (PM2.5), and Carbon Monoxide Standards. The county is in attainment of all federal air quality standards. The Federal Highway Administration first issued air quality conformity guidelines in 1993, which have been amended throughout the years. Since the project is in attainment of all national ambient air quality standards, conformity requirements do not apply to this project.

The Santa Barbra Air Pollution Control Board considers the use of diesel-powered construction equipment within 0.25 mile of sensitive receptors to be potentially significant. The sensitive receptors around the project area include residents in the cities of Guadalupe and Santa Maria, which are around 30 feet from the edge of State Route 166. Cecy's Child Care Day Care is located

about 0.25 mile from the project area to the northwest in Guadalupe. The project is within 0.25 mile of two schools, Kermit McKenzie Intermediate School and Bonita Elementary School. Kermit McKenzie Intermediate School is located about 0.2 mile from the westernmost end of the project on West Main Street. Bonita Elementary School is located within 30 feet of State Route 166 at the intersection of Bonita School Road near post mile 3.7.

Environmental Consequences

Operation

Since no additional through lanes or capacity are being added to the highway, there would be no increase in long-term air emissions due to the project.

Construction

Due to the use of standard construction dust and emission minimization practices and procedures, it is anticipated that emissions from particulate matter (dust) and equipment exhaust will be kept to a minimum.

During the project's construction period, there would be a temporary increase in air emissions and fugitive dust. The use of equipment during construction can generate fugitive dust that could have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. However, it is anticipated that there will be minor earthwork required, and consequently, minimal dust generation will be expected.

To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2022 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Additionally, the project-level Stormwater Pollution Prevention Plan will address water pollution control measures that cross-correlate with standard dust emission minimization measures, such as covering soil stockpiles, watering haul roads, watering excavation and grading areas, and so on. By incorporating appropriate engineering design and stormwater Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated January 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 National Oceanic and Atmospheric Administration Fisheries?	**Less Than Significant Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact With Mitigation Incorporated**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**Less Than Significant Impact With Mitigation Incorporated**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**No Impact**

Affected Environment

The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction-related activities and includes a buffer to encompass all indirect effects on surrounding natural areas. The size of the Biological Study Area is about 7,227,670 square feet (165.92 acres) and includes a polygon encompassing the project location, staging and access areas (see Appendix D). The Area of Potential Impact is within the Biological Study Area, comprises potential

disturbance for both permanent and temporary impacts, and assumes the maximum amount of disturbance associated with the project.

Jurisdictional Waters and Wetlands

Executive Order 11990 was issued on May 24, 1977, directing federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

Potential jurisdictional waters and riparian habitat were delineated in the project's Jurisdictional Delineation Report. The report found about 52,093 square feet (1.20 acres) of potential waters of the United States Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife within the Area of Potential Impact. The project will require a Clean Water Act Section 404 permit from the United States Army Corps of Engineers, a Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Fish and Game Code Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife.

Special-Status Animal Species

A query of the California Department of Fish and Wildlife California Natural Diversity Database was originally conducted in August 2022 and updated in December 2023. A request for an official U.S. Fish and Wildlife Service species list from the Ventura U.S. Fish and Wildlife Service Information for Planning and Consultation System Office was initially made online in August 2022 and updated in December 2023. A request for an official National Marine Fisheries Service species list from the Long Beach office was originally submitted via email in August 2022 and updated in December 2023.

Table 2.2 Special-Status Species Potentially Present in the Biological Study Area

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations
Amphibian *Rana draytonii*	California red-legged frog	Federally Threatened, Designated Critical Habitat, California Species of Special Concern	• Species need underground refuge for breeding and aquatic habitat with little or no flow. • Dispersal and aquatic-nonbreeding habitats are present within the Biological Study Area. Critical habitat is not present within the Biological Study Area. • Not seen during surveys. • The Federal Endangered Species Act effects determination is that the project may affect and is likely to adversely affect the California red-legged frog. The project will not affect California red-legged frogs' critical habitat. • Avoidance and minimization measures are included.
Reptile *Actinemys pallida*	Southwestern pond turtle	Federally Proposed Threatened, California Species of Special Concern	• The nearest California Natural Diversity Database record is about 2.6 miles south of the Biological Study Area from a vegetated pond (three adults in 1989 and three adults in 1995). No other California Natural Diversity Database records are within 5 miles of the Biological Study Area. • A turtle species was seen in the Biological Study Area during surveys. • The Federal Endangered Species Act effects determination is that the project may affect and is likely to adversely affect the southwestern pond turtle. • Avoidance and minimization measures are included.

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations
Birds *Class Aves*	Other nesting birds	Protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503	• Suitable marginal nesting habitat occurs in vegetation at the edge of the existing Caltrans right-of-way. • No active bird nests were seen during surveys. • Avoidance and minimization measures are included.

Special-Status Plant Species

The studies conducted for this project included botanical surveys for sensitive plant species and general reconnaissance-level wildlife surveys. The field surveys were conducted on March 17, 2023, April 18, 2023, June 13, 2023, and August 7, 2023. These surveys were designed to assess habitat suitability for special-status species, characterize and map habitats, natural communities, and land cover types, map potentially jurisdictional features, and develop an inventory of all plant and animal species detected within the Biological Study Area.

Environmental Consequences

Special-Status Plants

No federally designed critical habitat for federally listed plant species occurs within the Biological Study Area. No special-status plant species were seen during appropriately timed floristic surveys, and none are expected to occur within the Biological Study Area. Therefore, the project is not expected to impact any special-status plant species.

Special-Status Animal Species

California Red-Legged Frog

No protocol surveys were conducted for the California red-legged frog, but its presence is inferred in the Biological Study Area. There are known occurrence records for the species within the agricultural ditches found in the Biological Study Area, and the species is presumed to still exist in the area. However, the Biological Study Area is not within federally designated critical habitat and is over 5 miles north from the nearest designated California red-legged frog critical habitat in the Santa Maria Valley.

Project construction activities could injure or kill California red-legged frogs, if present, during the agricultural ditch relocation and sidewalk expansion activities. The potential need to capture and relocate California red-legged frogs would subject these animals to stresses that could result in adverse effects. Injury or death could occur via accidental crushing by worker foot traffic or construction equipment. Erosion and sedimentation could also occur, which would directly or indirectly affect water quality. The potential for these impacts is anticipated to be low due to no observations of the species within the Biological Study Area during surveys, but this could change over time because the species could expand populations.

The project is anticipated to qualify for the Federal Endangered Species Act incidental take coverage under the U.S. Fish and Wildlife Service Programmatic Biological Opinion (81440-2010-F-0382). Informal consultation would be completed with the U.S. Fish and Wildlife Service for the use of the Programmatic Biological Opinion. Avoidance and minimization measures from the Programmatic Biological Opinion are discussed in the following section.

Southwestern Pond Turtle

One turtle species was seen in an agricultural ditch near post mile 5.9. While the species of turtle was not determined, the Biological Study Area could support aquatic habitat, and thus support the southwestern pond turtle. Potential basking habitat is considered limited due to the proximity of daily agricultural operations and high traffic volumes.

Project construction could injure or kill southwestern pond turtles, if present, during the agricultural ditch relocation and sidewalk expansion activities. The potential need to capture and relocate either species would subject these animals to stresses that could result in adverse effects. Injury or death could occur via accidental crushing by worker foot traffic or construction equipment. Erosion and sedimentation could also occur, which would directly or indirectly affect water quality. The potential for these impacts is anticipated to be low due to a single observation of an unknown turtle species within the Biological Study Area during surveys, but this could change over time because the species could potentially expand populations.

Formal consultation with the U.S. Fish and Wildlife Service for the southwestern pond turtle would be required. Additionally, measures included below from the Programmatic Biological Opinion for the California red-legged frog would also be applicable and would help minimize impacts on the southwestern pond turtle.

Nesting Birds

Several turkey vultures and owl pellets were seen within the Biological Study Area during survey efforts. The owl pellets were seen under a palm tree, but no owls were seen at the time of the surveys. Potential nesting habitat for other avian species occurs in trees and shrubs within the Biological Study Area.

The removal of vegetation could directly impact active bird nests and any eggs or young living in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. Only a temporary loss of vegetation supporting potential nesting habitat would occur. Avoidance and minimization measures such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones are included in the following section to reduce impacts on nesting birds.

Invasive Species

A total of 11 invasive plant species, as identified by the online California Invasive Plant Inventory Database (2023), were seen within the Biological Study Area.

Ground disturbance and other aspects of project construction (e.g., erosion control, landscaping) could potentially spread or introduce invasive species within the Biological Study Area. Invasive plant species are sparsely scattered throughout the Biological Study Area and are most common in ruderal or disturbed areas along the edges of State Route 166 and State Route 1; therefore, minimization measures are included below.

Jurisdictional Wetlands and Other Waters and Jurisdictional Areas

Potential jurisdictional waters, including intermittent and ephemeral ditches, were delineated as part of the Jurisdictional Delineation Report. About 52,093 square feet (1.20 acres) of potential jurisdictional waters of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife were delineated within the Area of Potential Impact. Although the agricultural drainage ditches are highly modified and no natural habitats remain, these areas are potentially subject to California Department of Fish and Wildlife jurisdiction, and early coordination with the California Department of Fish and Wildlife will be required to determine if ditches fall under California Department of Fish and Wildlife jurisdiction.

Estimates of impacts on potential jurisdictional waters were determined by overlaying the project Area of Potential Impact with the preliminary jurisdictional determination map prepared for the Jurisdictional Delineation Report. Temporary impacts to jurisdictional areas will occur due to temporary access, ditch relocation, ditch improvement, and cut and fill activities implemented to build the project.

The project would temporarily impact about 35,962 square feet (0.83 acre) of waters of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. Permanent impacts to jurisdictional areas will occur due to the installation of new culverts, the extension of culverts, and culvert headwalls. The project would permanently impact about 5,377 square feet (0.12 acre) of potential waters of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. Compensatory mitigation is required to prevent a net loss of waters of the United States or other aquatic resource acreage, function, and value. Several types of compensatory mitigation are available to offset impacts on the waters of the United States Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife, including restoration, enhancement, and preservation of existing agricultural drainage ditches. Compensatory mitigation can either be on-site or off-site, although on-site mitigation is typically preferred.

Cumulative Impacts

Cumulative impacts were analyzed as part of the Natural Environment Study. Resources considered in the analysis were determined to be the following:

jurisdictional waters, the California red-legged frog, and the southwestern pond turtle. A Resource Study Area was considered for the resources and species in the Lower Santa Maria River and Corralitos Canyon watersheds. Reasonably foreseeable projects within the Resource Study Area were analyzed for their direct or indirect impacts. All of the projects were determined to have no unmitigated significant impacts. Caltrans concluded that the incremental contribution of the project to cumulative impacts on these resources will not be cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

The measures listed below will reduce potential impacts on biological resources. Mitigation measures are labeled as such, and the remaining measures are avoidance and/or minimization measures. The measures have been organized by the primary resource or species they are designed to protect, but they may apply to several biological resources.

California Red-Legged Frog

BIO-1: Only United States Fish and Wildlife Service-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.

BIO-2: Ground disturbance shall not begin until written approval is received from the United States Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-3: A United States Fish and Wildlife Service-approved biologist shall survey the project area no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work begins. The United States Fish and Wildlife Service-approved biologist shall relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and will not be affected by project activities. The relocation site shall be in the same drainage to the extent practicable. Caltrans shall coordinate with the United States Fish and Wildlife Service on the relocation site before capturing any California red-legged frogs.

BIO-4: Before any activities begin on the project, a United States Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-5: A United States Fish and Wildlife Service-approved biologist shall be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of the habitat has been completed. After this time, Caltrans shall designate a person to monitor on-site compliance with all minimization measures. The United States Fish and Wildlife Service-approved biologist shall ensure that this monitor receives the training outlined in Measure BIO-4 above and in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the United States Fish and Wildlife Service during the review of the proposed action, they shall notify the resident engineer immediately. The resident engineer shall resolve the situation by requiring that all actions that are causing these effects be stopped. When work is stopped, the United States Fish and Wildlife Service will be notified as soon as possible.

BIO-6: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-7: Without the express permission of the United States Fish and Wildlife Service, all refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from the riparian habitat or water bodies and not in a location from which a spill would drain directly toward aquatic habitat. The monitor shall ensure contamination of habitat does not occur during such operations. Before construction starts, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-8: Habitat contours shall be returned to a natural configuration at the end of project activities. This measure shall be implemented in all areas disturbed by project activities unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or that modification of the original contours would benefit the California red-legged frog.

BIO-9: The number of access routes, the size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally Sensitive Area fencing shall be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO-10: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the United States Fish and Wildlife Service during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO-11: To control sedimentation during and after project construction, Caltrans shall implement Best Management Practices and permit measures issued under the authority of the Clean Water Act received for the project. If Best Management Practices are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.

BIO-12: If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon project completion.

BIO-13: Unless approved by the United States Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

BIO-14: A United States Fish and Wildlife Service-approved biologist shall permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish *(Pacifastacus leniusculus*; *Procambarus clarkii),* and centrarchid fishes, from the project area to the maximum extent possible. The United States Fish and Wildlife Service-approved biologist shall be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO-15: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO-16: To ensure that diseases are not transported between work sites by the United States Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force shall be followed at all times.

BIO-17: Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by project activities unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or practical.

BIO-18: Caltrans shall not use herbicides as the primary method to control invasive, exotic plants. However, if it is determined that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, Caltrans will implement the following additional protective measures for the California red-legged frog:

a. Caltrans shall not use herbicides during the breeding season for the California red-legged frog;
b. Caltrans shall conduct surveys for the California red-legged frog immediately before the start of herbicide use. If found, California red-legged frogs shall be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur;
c. Giant reed and other invasive plants shall be cut and hauled out by hand and painted with glyphosate-based products, such as AquaMaster® or Rodeo®;
d. Licensed and experienced Caltrans staff or a licensed and experienced contractor shall use a hand-held sprayer for foliar application of AquaMaster® or Rodeo® where large monoculture stands occur at an individual project site;
e. All precautions shall be taken to ensure that no herbicide is applied to native vegetation;
f. Herbicides shall not be applied on or near open water surfaces (no closer than 60 feet from open water);
g. Foliar applications of herbicides shall not occur when wind speeds are in excess of 3 miles per hour;
h. No herbicides shall be applied within 24 hours of forecasted rain;
i. Application of all herbicides shall be done by qualified Caltrans staff or contractors to ensure that overspray is minimized, that all applications are made in accordance with the label recommendations, and with the implementation of all required and reasonable safety measures. A safe

dye shall be added to the mixture to visually denote treated sites. Application of herbicides shall be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins;

j. All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Before the start of work, Caltrans shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

Upon project completion, Caltrans shall ensure that a Project Completion Report is completed and provided to the United States Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion. Caltrans shall include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of this consultation.

Southwestern Pond Turtle

The measures recommended for California red-legged frogs will apply to southwestern pond turtles. Additional avoidance and minimization measures may be added as needed after consultation with the United States Fish and Wildlife Service.

Nesting Birds

BIO-19: Before construction, vegetation removal shall be scheduled to occur from September 2 to February 14, outside of the typical nesting bird season, if possible, to avoid potential impacts on nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 15 to September 1), a nesting bird survey shall be conducted by a biologist determined qualified by Caltrans no more than three days before construction. If an active nest is found, Caltrans shall coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that juveniles have fledged (permanently left the nest).

BIO-20: During construction, active bird nests shall not be disturbed, and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code shall not be killed, destroyed, injured, or harassed at any time. Readily visible exclusion zones where nests must be avoided within 100 feet of disturbance shall be established by a qualified biologist using Environmentally Sensitive Area fencing. Work in exclusion zones shall be avoided until young birds have fledged (permanently left the

nest) or a qualified biologist has determined that nesting activity has otherwise stopped.

BIO-21: All clearing, grubbing and vegetation removal shall be monitored and documented by the biological monitor(s), regardless of the time of year.

BIO-22: Trees to be removed shall be noted on design plans. Before the start of any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around the dripline of trees to be protected within the project limits.

Invasive Species

BIO-23: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-24: Only clean fill shall be imported. When practicable, invasive exotic plants on the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If the soil from weedy areas must be removed off-site, the top 6 inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. The inclusion of any species that occurs on the Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-25: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil-free condition before entering the project limits. Construction equipment shall be certified as “weed-free” by Caltrans before entering the construction site.

Jurisdictional Wetlands and Other Waters and Jurisdictional Areas

BIO-26: Before construction starts, Caltrans shall obtain a Section 404 Nationwide Permit from the United States Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board. A Section 1602 Streambed Alteration Agreement may be required pending early coordination from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated and implemented.

BIO-27: Before the start of any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around jurisdictional waters and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field before the start of construction activities.

BIO-28: Temporary stream diversion shall be timed to occur between June 1-October 31 in any given year or as otherwise directed by the Regional Water Quality Control Board.

BIO-29: During construction, all project-related hazardous material spills within the project site shall be cleaned up immediately. Readily accessible spill prevention and cleanup materials shall be kept by the contractor on-site at all times during construction.

BIO-30: During construction, erosion control measures shall be implemented. Fiber rolls and barriers shall be installed as needed between the project site and jurisdictional other waters and riparian habitats. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-31: During construction, the staging areas shall conform to Best Management Practices applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

BIO-32: Stream contours shall be restored as close as possible to their original condition.

Mitigation Measure BIO-33: About 0.12 acre (5,377 square feet) of open agricultural drainage ditches will be converted to 359 linear feet of closed culvert to accommodate the roadway expansion and sidewalk addition. An on-site enhancement of about 0.37 acre (16,131 square feet) of ditches will be constructed to ensure a 3-to-1 replacement ratio for permanent impacts. About 0.83 acre (35,962 square feet) of ditches are expected to be temporarily impacted and will be restored within Caltrans' right-of-way at a 1-to-1 replacement ratio. To ensure the success of the on-site enhancement to the ditches, a one-year plant establishment period will be required, which would include ongoing inspections, weeding, and replacement. Additionally, five years of post-construction monitoring will be required as a condition of the Regional Water Quality Control Board permit. Restoration plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and developed in coordination with a Caltrans biologist.

Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate the temporary and permanent impacts on jurisdictional areas within the agricultural drainage ditches. The Mitigation and Monitoring Plan would be consistent with federal and state regulatory requirements and would be amended with any regulatory permit conditions as required. Caltrans would implement the Mitigation and Monitoring Plan as necessary during construction and immediately following project completion.

2.1.5 Cultural Resources

Caltrans applies standard specifications to all projects in the event of the discovery of unanticipated cultural materials. If cultural materials are discovered during project construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner should be contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the Most Likely Descendant. At this time, the person who discovers the remains will contact the District 5 Environmental Branch staff so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Considering the information in the Historical Property Survey Report dated August 2023 and the Archaeological Survey dated July 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.6 Energy

Caltrans incorporates energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize the use of fuel supplies and energy sources and reduce greenhouse gas emissions.

Because the project is not a capacity-increasing project, the operation will not increase energy usage. Energy usage will be required during construction but minimized whenever possible by recycling materials and implementing

greenhouse gas reduction strategies. Considering the measures in the greenhouse gas section, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

2.1.7 Geology and Soils

The project location is not in any Alquist-Priolo Earthquake Fault Zones, according to the California Department of Conservation. The project does cross the path of the Santa Maria Fault Line around post mile 7.9. According to the Caltrans State geologist preliminary recommendations, project construction activities would not affect the Santa Maria Fault Line. Based on mapping from the Natural Resources Conservation Service, the project area is not in a liquefaction zone or on expansive soils. The project site is not in a landslide-prone area. The project will not increase erosion or result in the loss of topsoil. The project's drainage features, such as the restoration ditch with vegetation and the sedimentation area, are proposed to help keep sediment from being swept down the drainage during times of heavy agricultural runoff. Considering the information in the Paleontological Identification Report dated August 22, 2023, the disturbed nature of the project implies that no paleontological resources are expected to be impacted.

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**
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?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Technical Report dated November 7, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**No Impact**

Affected Environment

The project is on State Route 166 and from the city of Guadalupe to the U.S. Route 101 interchange in the city of Santa Maria in Santa Barbara County,

from post mile 0.0 to post mile 8.9. The project also extends along State Route 1 from post miles 48.9 to 49.3. Most of the project is surrounded by rural farmlands. The project area is urban within post mile 0.0 to post mile 0.4 in Guadalupe and post mile 6.8 to post mile 8.9 in Santa Maria. Agriculture, tourism, and wine are three key economic sectors within Santa Barbara County. The Union Pacific Railroad runs perpendicular to State Route 166 and crosses the project just east of post mile 0.0. The railroad runs in the opposite direction (north and south) of State Route 166 (west and east). There are no bus routes that run along State Route 166. The project is surrounded by farmlands used for vegetable farming. State Route 166 is the main transportation route from Guadalupe to Santa Maria and connects State Route 1 to U.S. Route 101.

The traffic patterns at the intersection of State Route 1 and State Route 166 are largely dictated by the proximity to the city of Guadalupe and the new Pasadera residential housing development. According to the Sensitivity Analysis Memo dated April 4, 2022, traffic will degrade to unstable flow conditions, meaning that the wait times at the intersection will be unsustainable for users in the year 2029 if no upgrades are made. The westbound approach will have increasing numbers of vehicles due to further development in Pasadera. The intersection at State Route 166 and Obispo Street is expected to have similar issues due to the new Pasadera development and increased traffic flows. The Sensitivity Analysis Memo examined peak periods of traffic flow at the Obispo Street and State Route 1 intersections of State Route 166 and found that the evening peak period (4 p.m. to 6 p.m.) is higher than the morning peak period (6 a.m. to 7 a.m.). The evening peak period is a driving force in the need for intersection improvements. The nearest alternative routes are all county and city roads that take less direct paths between State Route 1 and U.S. Route 101.

The project area is within the Santa Maria Valley within the Santa Maria Watershed. The terrain is a combination of flat valley floors and moderate hills that have been converted into farmland and use the rich soils of the area.

The climate in Santa Barbara County is typically warm and dry in the summer and cool and wet in the winter. The climate remains moderate due to the county’s proximity to the Pacific Ocean. The current annual average high temperature for Santa Barbara County is 75 degrees Fahrenheit. The current annual average low temperature in Santa Barbara County is 46.2 degrees Fahrenheit.

Environmental Consequences

The purpose of the project is to improve existing assets in poor condition and increase intersection utility on State Route 166. The project will not increase the vehicle capacity of the roadway. This type of project is not expected to alter operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on State Route 1, no increase in vehicle

miles traveled (VMT) would occur as a result of project implementation. Some greenhouse gas emissions would be generated during the construction period.

Construction greenhouse gas emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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

Construction climate change emissions were estimated using the Caltrans Construction Emissions Tool modeling using default settings for a pavement preservation project. For example, the estimated average carbon dioxide emissions are 157 tons per year, and the construction phase is about 135 working days. Therefore, the estimated average carbon dioxide equivalent emissions are about 96 tons generated over the 135-day construction period. Note that these estimates are based on assumptions made during the environmental planning phase of the project and are considered “ballpark” figures of energy usage.

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 California Air Resources Board emission reduction regulations. Construction contracts also include Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions that reduce construction vehicle emissions, also help reduce greenhouse gas emissions.

An additional Caltrans Standard Specification that should be complied with during project construction and will reduce greenhouse gas emissions during construction is Section 14-10, Solid Waste Disposal and Recycling. Recycling greater quantities of construction waste will help offset greenhouse gas emissions. Furthermore, Caltrans Standard Specifications Section 12, Temporary Traffic Control, outlines the standards for properly implementing traffic controls during construction. Caltrans Standard Specifications Section 21-2.02K, Compost, will guide the inclusion of compost or mulch in the landscape plan where it is appropriate. Landscaping components, such as

mulch and compost, improve carbon sequestration rates in soils and reduce organic waste.

Avoidance, Minimization, and/or Mitigation Measures

GHG-1: Where feasible, schedule truck trips outside of peak morning and evening commute hours. Traffic operations shall specify this in the lane closure charts.

GHG-2: Where feasible, use alternative fuels, such as renewable diesel, for construction equipment. If the use of alternative fuels is not possible, substitute gasoline-powered equipment for diesel-powered equipment. Comply with Section 3-517, Equipment, of the Caltrans Construction Manual.

GHG-3: Where feasible, use solar-powered construction equipment.

GHG-4: Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction. This information will be shared using a handout. The information in the handout should include, but should not be limited to: improved fuel efficiency from construction equipment; maintaining equipment in proper tune and working condition; using right-sized equipment for the job; and using equipment with new technologies.

a. Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment.
b. Reduce construction waste. For example, reuse or recycle construction and demolition waste. Maximize the use of recycled materials during project construction to the extent feasible. See Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling.
c. Use on-road heavy-duty trucks that meet the California Air Resources Board 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation. See Caltrans Standard Specifications Section 7-1.02C, Emissions Reduction, and comply with Caltrans Construction Manual Section 7-1.04A (1), Air Quality.

GHG-5: If any of the signs to be replaced are currently illuminated by lighting, use new sign panels made with ultra-reflective sign materials that are illuminated by headlights to reduce the energy used by electric lighting where feasible.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated September 21, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**
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?	**Less Than Significant Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	**Less Than Significant Impact**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**No Impact**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**Less Than Significant Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

The project alignment is within the downtown area of Guadalupe, flanked primarily by residential and commercial properties with some industrial

facilities. The Guadalupe Amtrak station is next to State Route 1 within the project limits, and the railroad line parallels State Route 1 to the east, crossing State Route 166 near the southern project limits. The community is surrounded by farmland.

The project is within 0.25 mile of two schools, Kermit McKenzie Intermediate School and Bonita Elementary School. Kermit McKenzie Intermediate School is located about 0.2 mile from the westernmost end of the project on West Main Street. Bonita Elementary School is located within 30 feet of State Route 166 at the intersection of Bonita School Road near post mile 3.7. The project is not within 2 miles of the nearest airport.

A review of environmental records and agency databases (e.g., GeoTracker, EnviroStor, California Geologic Energy Management Division) identified several contaminant cleanup sites in the vicinity of the project. Most of the sites are closed cases that have already been remediated. The sites that remain open have primarily affected groundwater and are not expected to be encountered during project construction. No further investigation of these sites is required.

The Union Pacific Railroad crossing could be a source of contamination. Heavy metals are a common contaminant associated with railway transportation. Petroleum hydrocarbons may also be encountered within the railroad right-of-way. During the project design phase, soil sampling should be conducted at the location of the State Route 166 railroad crossing to investigate the potential presence of hazardous materials.

Environmental Consequences

Aerially Deposited Lead

The historical use of leaded gasoline in automobiles has led to soil along roadways throughout California containing elevated concentrations of lead. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. This Aerially Deposited Lead Agreement outlines which soils can be safely reused within the project limits and which soils must be exported and disposed of as hazardous waste.

It is anticipated that soils with elevated lead concentrations are present within the project limits and that disturbance of these soils would be required for sidewalk construction. During the project design phase, a Caltrans hazardous waste specialist will work with the project design team to determine the extent to which such soils will be disturbed during construction and whether soil will be exported from the project or reused onsite.

If it is determined that soil will be exported, then soil sampling must be performed to document lead concentrations so the material can be properly

handled, reused, or disposed of. The appropriate Standard Special Provisions for Aerially Deposited Lead Soil Management will be determined during the project design phase.

Yellow Thermoplastic or Traffic Stripe

Yellow traffic paint purchased by Caltrans before 1997 contained high concentrations of lead. Application of yellow thermoplastic material containing high concentrations of lead continued until at least 2004 to 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these materials hazardous wastes when they are removed.

The older, hazardous yellow traffic stripe within the project limits was removed under several projects between 2004 and 2020. The residue from the removal of the existing traffic paint and thermoplastic within the project limits will be non-hazardous waste. The appropriate Standard Special Provisions for removal of traffic stripe and pavement markings will be determined during the project design phase once the removal method is known (e.g., separate removal of the paint or cold planing or grinding).

In addition, a Lead Compliance Plan will need to be developed and implemented by the construction contractor and should be included as a bid item.

Naturally Occurring Asbestos

Naturally occurring asbestos refers to silicate minerals that occur as asbestiform fibers and are found as a natural component of soils or rocks. Disturbance of rocks containing naturally occurring asbestos can release asbestos fibers into the air, which pose a human health risk when inhaled. In District 5, naturally occurring asbestos can be found within serpentine and ultramafic rocks of the Coast Ranges and within fault zones.

A review of geologic mapping and mineral hazard maps indicates that naturally occurring asbestos is unlikely to be present within the project limits.

Lead-Containing Paint and Asbestos-Containing Materials

Bridges and structures may have materials with lead-containing paint and asbestos. No asbestos-containing materials or lead-containing paint materials are anticipated to be disturbed, removed, or disposed of as part of this project.

Treated Wood Waste

Caltrans guardrail supports and signposts are usually made from wood that has been treated with chemical preservatives to prevent rot or insect attack. Treated wood waste is considered to be a California hazardous waste.

A desktop survey using Google Street View indicates that treated wood guardrails are not present within the project limits. However, treated wood

waste could be generated by replacement of signs. The amount of treated wood waste generated by the project will be determined in the project design phase. If treated wood waste will be disposed of as part of the project, the blanket Caltrans Nonstandard Special Provision Section 14-11.14 should be included in the construction contract for proper management and disposal of treated wood waste.

Avoidance, Minimization, and/or Mitigation Measures

The following studies should be completed during the project design phase:

HAZ-1: Preliminary Site Investigation that includes:

- Soil sampling at the location of the State Route 166 railroad crossing for petroleum hydrocarbons, heavy metals, and other contaminants common in the railroad right-of-way.
- Soil sampling for aerially deposited lead (if soil will be exported).

Based on the results of the studies, appropriate specifications or provisions would be included in the project design for the proper management of potentially hazardous waste issues, and no adverse effects to human health or the environment would occur.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Technical Memo dated September 5, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**Less Than Significant Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
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 onsite or offsite;	**No Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

Affected Environment

The receiving water bodies are Greene Valley Creek and the Main Street Channel. The project is within the Guadalupe Hydrologic Area (subarea 312.10) in the Santa Maria Hydrologic Unit.

The nearby receiving water body indicates that Greene Valley Creek and the Main Street Channel include impairments listed on the 2020/2022 Clean Water Act Section 303(d) list. As per the 303(d) list, the water bodies are impaired for selenium, temperature, arsenic, benthic community effects, imidacloprid, linuron, pH, and turbidity.

There are no beneficial uses for either body of water. There are no drinking water reservoirs and/or recharge facilities within the project limits. There are no existing Treatment Best Management Practices within the project limits. There are no groundwater units within the project vicinity.

Environmental Consequences

The project could directly discharge stormwater within the project limits into the Santa Maria River. This project does not involve substantial excavation or earthwork activities that would cause or exacerbate existing conditions. By incorporating appropriate engineering design and standard stormwater Best Management Practices during construction, minimal, short-term water quality impacts are anticipated. The project would not result in significant long-term impacts on water quality. During the construction phase, the project will include a Stormwater Pollution Prevention Plan prepared by the contractor to address short-term construction impacts on water quality.

Drainage systems will be changed along State Route 166, with some portions of open agricultural drainage ditches being converted to closed culverts and others being made into restoration ditches with sedimentation elements. The result of these changes may have positive effects on water quality.

2.1.11 Land Use and Planning

Existing or future land use within or next to the project limits on State Route 166 would not change as a result of this project or divide the established communities. This project will make the intersections along State Route 166 from Guadalupe to Santa Maria safer and less congested for daily traffic. This project would not conflict with the City of Guadalupe 2042 General Plan or the City of Santa Maria General Plan and would help to bring the goals laid out in the plans to fruition, such as improving pedestrian mobility and adding bike lanes. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**
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**

2.1.12 Mineral Resources

According to the California Department of Conservation Geologic Energy Management Division's mapping, the area surrounding the project in Santa Barbara County has deposits of petroleum that are being extracted for oil and gas production. The project area is mostly in already disturbed areas within the state right-of-way and will not impact mineral resources. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	**No Impact**
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**

2.1.13 Noise

Considering the information in the Noise Technical Memo dated September 5, 2023, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**No Impact**

Affected Environment

The project spans about 9 miles along the Santa Maria Valley, beginning just outside the city of Guadalupe and crossing through several agricultural fields before reaching the northern end of the city of Santa Maria. Through this portion of the project limits, several commercial and residential structures line both sides of State Route 166.

The sensitive receptors around the project area include residents in the cities of Guadalupe and Santa Maria, which are around 30 feet from the edge of State Route 166. Cecy's Child Care Day Care is about 0.25 mile from the

project area to the northwest in Guadalupe. The project is within 0.25 mile of two schools, Kermit McKenzie Intermediate School and Bonita Elementary School. Kermit McKenzie Intermediate School is located about 0.2 mile from the westernmost end of the project on West Main Street. Bonita Elementary School is located within 30 feet of State Route 166 at the intersection of Bonita School Road near post mile 3.7.

Environmental Consequences

Operation

Since no additional lanes or capacity are being added to the highway, no change in long-term noise is expected.

Construction

Local noise levels in the vicinity of construction will experience a short-term increase due to construction activities. The amount of construction noise will vary with the particular activities and associated models and types of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86 A-weighted decibels at 50 feet from the source from 9 p.m. to 6 a.m. Construction equipment potentially used for this project and their noise levels at 50 feet are listed in the table below.

Table 3 Construction Noise Levels at 50 feet in A-Weighted Decibels

Equipment	Noise Level at 50-feet, A-Weighted Decibels
Backhoe	78
Bar Bender	Not Applicable
Chain Saw	84
Clam Shovel	87
Compactor (ground)	83
Compressor (air)	78
Concrete Mixer Truck	79
Concrete Pump Truck	81
Concrete Saw	90
Cold Planer	90
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front-End Loader	79
Generator (less than or equal to 25 Kilo-volt-amperes)	73
Generator (greater than or equal to 25 Kilo-volt-amperes)	81
Gradall	83
Grader	Not Applicable
Jackhammer	89
Mounted Impact Hammer (Hoe Ram)	90
Paver	77
Pickup Truck	75
Pneumatic Tools	85
Pumps	81
Roller Compactor (Asphalt)	80
Vacuum Street Sweeper	82
Vibratory Concrete Mixer	80
Welder/Torch	74

Source: Federal Transit Administration, 2006

The cold planing and paving operations will require nighttime work due to daytime traffic conditions. Based on the type of work proposed and the typical equipment involved, it can be inferred that the loudest piece of equipment would be expected to produce a noise level of about 90 A-weighted decibels at 50 feet, above the 86 A-weighted decibel standard nighttime threshold. Nighttime work can adversely impact local residents' normal sleep activities. Potential impacts at any given sensitive receptor location are expected to be very short-term in duration.

Since construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by existing local traffic noise, the project's potential temporary noise impact will be minimal. However, nighttime work will be required. To minimize impacts on residents' normal nighttime sleep activities, it is recommended that construction work be done during the day whenever possible. When nighttime construction is necessary, the noisiest construction activities should be done as early in the evening as possible.

Caltrans Standard Specifications Section 14-8.02 requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 weighted decibel maximum noise level at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. The following minimization measures shall be implemented, as provided below, to reduce noise impacts.

Avoidance, Minimization, and/or Noise Abatement Measures

NOI-1: Notify the public in advance of the construction schedule and describe upcoming noise-generating construction activities. This notice shall be given two weeks in advance. A notice should be published in local news media of the dates and duration of the proposed construction activity. The District 5 Public Information Office should post notice of the proposed construction and potential community impacts after receiving notice from the resident engineer;

NOI-2: The contractor should develop a noise control plan and submit it to the district noise staff for review. District noise staff will be responsible for obtaining a Nonstandard Special Provision addressing the necessary requirements of the noise control plan;

NOI-3: Shield loud pieces of stationary construction equipment with sound barriers if complaints are received;

NOI-4: Locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasible;

NOI-5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;

NOI-6: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer;

NOI-7: Consult district noise staff if complaints are received during the construction process, and their noise control plan and contractor shall conduct construction noise monitoring.

2.1.14 Population and Housing

The project would not involve altering the existing capacity or alignment of State Route 166. Therefore, the project is not anticipated to induce growth or conflict with any existing population or housing in the region. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

2.1.15 Public Services

Given that State Route 166 will remain open during the project's construction period, a finding of no impact has been made regarding impacts on public services. Considering this information, the following significance determinations have been made:

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

2.1.16 Recreation

There are two recreational facilities close to the project site: Russell Park and Rosalind Perlman Park. Russell Park is 0.2 mile from the project site, and Rosalind Perlman Park is next to State Route 166.

Rosalind Perlman Park is a publicly owned park and is subject to consideration under the U.S. Department of Transportation Act of 1966, Section 4(f). Section 4(f) is triggered when there is a “use” of publicly owned property. A use is defined as "(1) when land is permanently incorporated into a transportation project; (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or (3) when there is a constructive use (a project's proximity impacts are so severe that the protected activities, features, or attributes of a property are substantially impaired)” (Department of Transportation). Since Rosalind Perlman Park is located on State Route 166, an already noisy road, and the construction area does not go into the park, there will be no “use” of the park. None of the park’s features will be substantially impaired by project construction. The park is large enough that a person using it can move to a different side if the construction noise is bothersome.

Russell Park will have no “use” because it is too far from the project site to be impaired by any construction on State Route 166.

The project will add sidewalks and bike lanes to State Route 166. Pedestrian use of State Route 166 is already high, and the use of the new bike lanes and sidewalks is not expected to increase the number of people coming to and from recreation areas. Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**No Impact**
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**

2.1.17 Transportation

The city of Santa Maria, the city of Guadalupe, and Santa Barbara County all state that safety in transportation is a priority in their general plans for their

prospective areas of influence. The project would not conflict with any of the various areas' plans for transportation. Further, this project will not add lanes to State Route 166, so vehicle miles traveled will not increase. The left-hand turn lanes added would be less than 1 mile long, making them consistent with the list of projects that are unlikely to increase vehicle miles traveled and do not require additional vehicle miles traveled analyses (from the Caltrans Memorandum: "Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the State Highway System". All other elements within the project are exempt from vehicle miles traveled analysis because they will not increase capacity, and the project will be consistent with CEQA Guidelines Section 15064.3, subdivision (b).

The project would widen shoulders and add turning lanes and traffic signalization, all of which would increase the safety of intersections within the project limits. The project will leave State Route 166 open at all times, and emergency access will not be impaired during construction or after.

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

Affected Environment

The project is on State Route 166 from post mile 0.0 to post mile 8.9. This project runs through the south side of the city of Guadalupe and the city of Santa Maria. The highway serves as a major local thoroughfare and emergency access route.

Environmental Consequences

Regarding emergency access, the completed project would improve highway reliability, rehabilitate the pavement, and add other complete streets

elements. There would be traffic delays during construction due to temporary closures and/or one-way traffic control. However, traffic stops and detours would be executed in accordance with a construction traffic control plan. Emergency services would be notified of potential disruptions, delays, or detours in advance to minimize impacts on emergency access.

2.1.18 Tribal Cultural Resources

The project is in an area previously disturbed by various highway construction projects, agricultural maintenance activities, and utility placement; thus, the potential to affect cultural resources is low.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if cultural resources are identified in the project area and cannot be avoided. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the project changes to include areas not previously surveyed.

Considering the information in the Historical Property Survey Report dated August 2023 and the Archaeological Survey Report dated July 2023, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**No Impact**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact**

2.1.19 Utilities and Service Systems

The project location is within an area surrounded by utility infrastructure such as traffic lights and signals, overhead and underground powerlines, storm drains and maintenance holes, and streetlights. Locations of existing utilities would be confirmed during the Plans, Specifications, and Estimates phase of the project, and with that information, Caltrans would confirm whether relocations would be necessary. Caltrans would continue communication with the utility owners throughout the Plans, Specifications, and Estimates phase and the construction phase of the project to ensure that construction methods implemented for the project work locations would enable protection in place of existing utilities and that no conflicts would occur with utility services or equipment. If utilities need to be relocated, Caltrans will review the locations at that time to ensure no significant environmental effects are caused. The project does not include new wastewater or natural gas lines.

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

2.1.20 Wildfire

The area surrounding the project has a fire severity rating of low and moderate. Considering the information in the Draft Fire Hazard Severity Zone in the Local Responsibility Area report for Santa Barbara County dated 2007 and the Guadalupe 2021 General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
b) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**Less Than Significant Impact**

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	**Less Than Significant Impact**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**Less Than Significant Impact**

Affected Environment

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (NEPA). As CEQA lead, Caltrans has prepared this Initial Study with Proposed Mitigated Negative Declaration for the project. As the NEPA lead, Caltrans has prepared a separate Categorical Exclusion for the project.

The project is a Capital Preventive Maintenance (CAPM) and intersection improvement project on State Route 166, from post mile 0.0 in the City of Guadalupe to post mile 8.9 at the U.S. Route 101 interchange in the City of Santa Maria in Santa Barbara County. The intersection at State Route 166 and State Route 1 includes improvements on State Route 1 from post miles 48.9 to 49.3.

The project will preserve 10.438 lane miles of flexible Class 2 pavement from post mile 6.3 to post mile 8.9 and 12.14 lane miles of flexible Class 3 pavement from post mile 0.0 to post mile 6.3 using 0.2 foot of Rubberized Hot Mix Asphalt overlay, including 0.2 foot of cold planing. The project includes replacing and adding Transportation Management Systems, removing and adding single-post and two-post signs, replacing sign panels, and rehabilitating or rebuilding curb ramps to meet Americans with Disabilities Act standards.

Traffic signalization will be incorporated at the intersections of State Route 1 and State Route 166 and Obispo Street and State Route 166. A raised median will be added where the railroad crosses State Route 166, and signal arms will be placed on either side of the median. The roadway will be

widened along State Route 1 and State Route 166 to accommodate the addition of turning lanes and bike lanes. West Main Street (in the city of Guadalupe, west of the State Route 1 intersection) will also be widened by integrating a new shoulder next to the eastbound lane. Sidewalk improvements will be performed along State Route 1 and State Route 166.

Drainage systems will be added along State Route 166 by replacing the existing drainage ditches with piped material. A portion of the drainage ditch along West Main Street will be relocated.

Environmental Consequences

Biology

The project may affect multiple biological resources, as discussed in Section 2.1.4, Biological Resources. Impacts on biological resources would be considered less than significant with the implementation of the avoidance, minimization, and/or mitigation measures discussed in Section 2.1.4, Biological Resources, and Section 2.1.21, Mandatory Findings of Significance. The project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Cumulative impacts were analyzed as part of the Natural Environment Study. Resources considered in the analysis were determined to be the following: jurisdictional waters, California red-legged frog, southwestern pond turtle, and western spadefoot toad. A Resource Study Area was considered for the resources and species in the Lower Santa Maria River. Reasonably foreseeable projects within the Resource Study Area were analyzed for their direct or indirect impacts. All of the projects were determined not to have an impact that was not being mitigated to less than significant. Caltrans concluded that the incremental contribution of the project to cumulative impacts on these resources will not be cumulatively considerable.

Noise

As explained in further detail in the Noise section of this document, the noise levels in the vicinity of project construction activities would experience a short-term increase due to construction activities. The amount of construction noise would vary with the activities and the types and models of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86 A-weighted decibels at 50 feet from the source. Caltrans policy also states that normal construction equipment should not emit noise levels greater than 86 A-weighted decibels at 50 feet from the source from 9 p.m. to 6 a.m.

The cold planer would be the loudest piece of equipment, expected to produce a noise level of about 90 A-weighted decibels at 50 feet, above the standard nighttime threshold of 86 A-weighted decibels.

Noise impacts from construction are anticipated due to the cold planing and paving operations; however, since construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by local traffic noise, the potential impact will be minimized. To minimize impacts on residents' normal nighttime sleep activities, it is recommended that construction work be done during the day whenever possible. When nighttime construction is necessary, the noisiest construction activities should be done as early in the evening as possible. Caltrans Standard Specifications Section 14-8.02 requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 weighted decibel maximum noise level at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Avoidance, Minimization, and/or Mitigation Measures

See the corresponding sections located on the prior pages of this document for a list of avoidance, minimization, and/or mitigation measures for each issue area.

Chapter 3 List of Preparers

Ruben Atilano, Transportation Engineer, Master of Science, Civil and Environmental Engineering, California Polytechnic State University. B.S. Environmental Engineering, San Francisco State University; 2 years of experience in environmental engineering. Contribution: Wrote Water Quality Assessment.

Myles Barker, Editorial Specialist. B.A., Mass Communication and Journalism, California State University, Fresno; 4 years of editing experience. Contribution: Technical Editor.

Henry Barnes, Landscape Architect. Bachelor of Landscape Architecture, Cal Poly, San Luis Obispo, 17 years of Landscape Architecture experience. Contribution: Wrote the Visual Impact Assessment

Dianna Beck, Associate Environmental Planner. B.S., Environmental Management, California Polytechnic State University, San Luis Obispo; 13 years of environmental planning experience. Contribution: Reviewer of environmental document.

Shelly Donohue, P.G. Engineering Geologist. M.S., Earth and Environmental Sciences, Vanderbilt University; B.S., Biology, B.S., Earth Sciences, University of Washington; 13 years of experience in geology, paleontological resources management, and environmental science and planning. Contribution: Wrote hazardous waste and paleontological evaluation.

Lindsay Kozub, Associate Environmental Planner (Architectural Historian). M.A., History/Cultural Resource Management, Colorado State University; B.A., History, University of Montana; B.S., Business, Montana State University; 13 years of experience in historical research and documentation, historic preservation, and cultural resource management. Contribution: Wrote Historic Property Survey Report.

Lucas Marsalek, Associate Environmental Planner. B.S., Forestry and Natural Resource Management, California Polytechnic State University, San Luis Obispo; 13 years of environmental planning experience. Contribution: Reviewer of environmental document.

Laura Riccardelli, Environmental Scientist, Environmental Generalist/Environmental Scientist. B.S., Environmental Science, University of California, Los Angeles; 2 years of experience in environmental resource management. Contribution: Preparation of environmental document, Farmland Study, and Climate Change Report.

Shelby Sanchez, Environmental Scientist/Project Biologist. B.S., Animal Science, California Polytechnic State University, San Luis Obispo; 9 years of wildlife biology experience. Contribution: Preparation of the Natural Environment Study.

Nina Tortosa, Environmental Scientist/Aquatic Resource Biologist. M.S. (in progress), Biological Sciences, California State University Sacramento, Sacramento, California; 6 years of wildlife biology experience, 7 years of project management experience. Contribution: Preparation of the Jurisdictional Delineation Study.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

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

TONY TAVARES
Director

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

Appendix B Avoidance, Minimization and/or Mitigation Summary

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

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

2.1.1 Aesthetics Avoidance and Minimization Measures

AES-1: Preserve as much existing vegetation as possible. Prescriptive clearing, grubbing, and grading techniques that save the most existing vegetation possible should be used.

AES-2: Street trees and planting shall be replaced and maintained until established. Locations are to be determined and approved by District 5 Landscape Architecture, considering safety and horticultural appropriateness.

AES-3: Following construction, regrade and recontour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

AES-4: The aesthetic treatment of Transportation Management System elements, such as painting, shall be determined and approved by District 5 Landscape Architecture.

AES-5: If additional complete street items are added to the project scope, coordination must occur with District 5 Landscape Architecture.

2.1.2 Agriculture and Forestry Resources Avoidance and Minimization Measures

AG-1: The project will limit the amount of new right-of-way acquisition from nearby farmland properties and only acquire new right-of-way necessary for project completion.

AG-2: Construction-related storage, staging, and access will avoid properties currently involved in agricultural activities.

AG-3: Infill materials to be used in the project shall not be obtained from borrow sites comprised of prime agricultural soils.

AG-4: Areas next to farmland properties disturbed during construction will be restabilized using native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements of the California Food and Agricultural Codes. Soil amendments must not contain paint, petroleum products, pesticides, or any other chemical residues harmful to animal life or plant growth.

AG-5: The construction contract will include provisions to protect against the spread of invasive species.

AG-6: Construction activities must be coordinated with local farmland operations to ensure that access to nearby farmland properties is maintained during project construction.

2.1.4 Biological Resources Avoidance, Minimization, and/or Mitigation Measures

California Red-Legged Frog

BIO-1: Only United States Fish and Wildlife Service-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.

BIO-2: Ground disturbance shall not begin until written approval is received from the United States Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-3: A United States Fish and Wildlife Service-approved biologist shall survey the project area no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work begins. The United States Fish and Wildlife Service-approved biologist shall relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and will not be affected by project

activities. The relocation site shall be in the same drainage to the extent practicable. Caltrans shall coordinate with the United States Fish and Wildlife Service on the relocation site before capturing any California red-legged frogs.

BIO-4: Before any activities begin on the project, a United States Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-5: A United States Fish and Wildlife Service-approved biologist shall be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of the habitat has been completed. After this time, Caltrans shall designate a person to monitor on-site compliance with all minimization measures. The United States Fish and Wildlife Service-approved biologist shall ensure that this monitor receives the training outlined in Measure BIO-4 above and in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the United States Fish and Wildlife Service during the review of the proposed action, they shall notify the resident engineer immediately. The resident engineer shall resolve the situation by requiring that all actions that are causing these effects be stopped. When work is stopped, the United States Fish and Wildlife Service will be notified as soon as possible.

BIO-6: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-7: Without the express permission of the United States Fish and Wildlife Service, all refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from the riparian habitat or water bodies and not in a location from which a spill would drain directly toward aquatic habitat. The monitor shall ensure contamination of habitat does not occur during such operations. Before construction starts, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO-8: Habitat contours shall be returned to a natural configuration at the end of project activities. This measure shall be implemented in all areas disturbed by project activities unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or that modification of the original contours would benefit the California red-legged frog.

BIO-9: The number of access routes, the size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally Sensitive Area fencing shall be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO-10: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the United States Fish and Wildlife Service during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO-11: To control sedimentation during and after project construction, Caltrans shall implement Best Management Practices and permit measures issued under the authority of the Clean Water Act received for the project. If Best Management Practices are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.

BIO-12: If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon project completion.

BIO-13: Unless approved by the United States Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

BIO-14: A United States Fish and Wildlife Service-approved biologist shall permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish *(Pacifastacus leniusculus*; *Procambarus clarkii),* and centrarchid fishes, from the project area to the maximum extent possible. The United States Fish and Wildlife Service-approved biologist shall be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO-15: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO-16: To ensure that diseases are not transported between work sites by the United States Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force shall be followed at all times.

BIO-17: Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by project activities unless the United States Fish and Wildlife Service and Caltrans determine that it is not feasible or practical.

BIO-18: Caltrans shall not use herbicides as the primary method to control invasive, exotic plants. However, if it is determined that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, Caltrans will implement the following additional protective measures for the California red-legged frog:

a. Caltrans shall not use herbicides during the breeding season for the California red-legged frog;
b. Caltrans shall conduct surveys for the California red-legged frog immediately before the start of herbicide use. If found, California red-legged frogs shall be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur;
c. Giant reed and other invasive plants shall be cut and hauled out by hand and painted with glyphosate-based products, such as AquaMaster® or Rodeo®;
d. Licensed and experienced Caltrans staff or a licensed and experienced contractor shall use a hand-held sprayer for foliar application of AquaMaster® or Rodeo® where large monoculture stands occur at an individual project site;

e. All precautions shall be taken to ensure that no herbicide is applied to native vegetation;

f. Herbicides shall not be applied on or near open water surfaces (no closer than 60 feet from open water);

g. Foliar applications of herbicides shall not occur when wind speeds are in excess of 3 miles per hour;

h. No herbicides shall be applied within 24 hours of forecasted rain;

i. Application of all herbicides shall be done by qualified Caltrans staff or contractors to ensure that overspray is minimized, that all applications are made in accordance with the label recommendations, and with the implementation of all required and reasonable safety measures. A safe dye shall be added to the mixture to visually denote treated sites. Application of herbicides shall be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins;

j. All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Before the start of work, Caltrans shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

Upon project completion, Caltrans shall ensure that a Project Completion Report is completed and provided to the United States Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion. Caltrans shall include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of this consultation.

Southwestern Pond Turtle

The measures recommended for California red-legged frogs will apply to southwestern pond turtles. Additional avoidance and minimization measures may be added as needed after consultation with the United States Fish and Wildlife Service.

Nesting Birds

BIO-19: Before construction, vegetation removal shall be scheduled to occur from September 2 to February 14, outside of the typical nesting bird season, if possible, to avoid potential impacts on nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 15 to September 1), a nesting bird survey shall be conducted by a biologist determined qualified by Caltrans no more than three days before construction. If an active nest is found,

Caltrans shall coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that juveniles have fledged (permanently left the nest).

BIO-20: During construction, active bird nests shall not be disturbed, and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code shall not be killed, destroyed, injured, or harassed at any time. Readily visible exclusion zones where nests must be avoided within 100 feet of disturbance shall be established by a qualified biologist using Environmentally Sensitive Area fencing. Work in exclusion zones shall be avoided until young birds have fledged (permanently left the nest) or a qualified biologist has determined that nesting activity has otherwise stopped.

BIO-21: All clearing, grubbing and vegetation removal shall be monitored and documented by the biological monitor(s), regardless of the time of year.

BIO-22: Trees to be removed shall be noted on design plans. Before the start of any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around the dripline of trees to be protected within the project limits.

Invasive Species

BIO-23: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-24: Only clean fill shall be imported. When practicable, invasive exotic plants on the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If the soil from weedy areas must be removed off-site, the top 6 inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. The inclusion of any species that occurs on the Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-25: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil-free condition before entering the project limits. Construction equipment shall be certified as “weed-free” by Caltrans before entering the construction site.

Jurisdictional Wetlands and Other Waters and Jurisdictional Areas

BIO-26: Before construction starts, Caltrans shall obtain a Section 404 Nationwide Permit from the United States Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board. A Section 1602 Streambed Alteration Agreement may be

required pending early coordination from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated and implemented.

BIO-27: Before the start of any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around jurisdictional waters and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field before the start of construction activities.

BIO-28: The temporary water diversion shall be timed to occur between June 1- October 31 in any given year or as otherwise directed by the Regional Water Quality Control Board.

BIO-29: During construction, all project-related hazardous material spills within the project site shall be cleaned up immediately. Readily accessible spill prevention and cleanup materials shall be kept by the contractor on-site at all times during construction.

BIO-30: During construction, erosion control measures shall be implemented. Fiber rolls and barriers shall be installed as needed between the project site and jurisdictional other waters and riparian habitats. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-31: During construction, the staging areas shall conform to Best Management Practices applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

BIO-32: Stream contours shall be restored as close as possible to their original condition.

Mitigation Measure BIO-33: About 0.12 acre (5,377 square feet) of open agricultural drainage ditches will be converted to 359 linear feet of closed culvert to accommodate the roadway expansion and sidewalk addition. An on-site enhancement of about 0.37 acre (16,131 square feet) of ditches will be constructed to ensure a 3-to-1 replacement ratio for permanent impacts. About 0.83 acre (35,962 square feet) of ditches are expected to be temporarily impacted and will be restored within Caltrans' right-of-way at a 1-to-1 replacement ratio. To ensure the success of the on-site enhancement to the ditches, a one-year plant establishment period will be required, which would include ongoing inspections, weeding, and replacement. Additionally, five years of post-construction monitoring will be required as a condition of the Regional Water Quality Control Board permit. Restoration plantings will be

detailed in Caltrans' Landscape Architecture Landscape Planting Plan and developed in coordination with a Caltrans biologist.

Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate the temporary and permanent impacts on jurisdictional areas within the agricultural drainage ditches. The Mitigation and Monitoring Plan would be consistent with federal and state regulatory requirements and would be amended with any regulatory permit conditions as required. Caltrans would implement the Mitigation and Monitoring Plan as necessary during construction and immediately following project completion.

2.1.8 Greenhouse Gas Emissions Avoidance and Minimization Measures

GHG-1: Where feasible, schedule truck trips outside of peak morning and evening commute hours. Traffic operations shall specify this in the lane closure charts.

GHG-2: Where feasible, use alternative fuels, such as renewable diesel, for construction equipment. If the use of alternative fuels is not possible, substitute gasoline-powered equipment for diesel-powered equipment. Comply with Section 3-517, Equipment, of the Caltrans Construction Manual.

GHG-3: Where feasible, use solar-powered construction equipment.

GHG-4: Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction. This information will be shared using a handout. The information in the handout should include, but should not be limited to: improved fuel efficiency from construction equipment; maintaining equipment in proper tune and working condition; using right-sized equipment for the job; and using equipment with new technologies.

a. Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment.
b. Reduce construction waste. For example, reuse or recycle construction and demolition waste. Maximize the use of recycled materials during project construction to the extent feasible. See Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling.
c. Use on-road heavy-duty trucks that meet the California Air Resource Board 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation. See Caltrans Standard Specifications Section 7-1.02C, Emissions Reduction, and comply with Caltrans Construction Manual Section 7-1.04A (1), Air Quality.

GHG-5: If any of the signs to be replaced are currently illuminated by lighting, use new sign panels made with ultra-reflective sign materials that are

illuminated by headlights to reduce the energy used by electric lighting where feasible.

2.1.9 Hazards and Hazardous Materials Avoidance and Minimization Measures

HAZ-1: Preliminary Site Investigation that includes:

- Soil sampling at the location of the State Route 166 railroad crossing for petroleum hydrocarbons, heavy metals, and other contaminants common in the railroad right-of-way.

- Soil sampling for aerially deposited lead (if soil will be exported).

Based on the results of the studies, appropriate specifications or provisions would be included in the project design for the proper management of potentially hazardous waste issues, and no adverse effects to human health or the environment would occur.

2.1.13 Noise Avoidance, Minimization, and/or Noise Abatement Measures

NOI-1: Notify the public in advance of the construction schedule and describe upcoming noise-generating construction activities. This notice shall be given two weeks in advance. A notice should be published in local news media of the dates and duration of the proposed construction activity. The District 5 Public Information Office should post notice of the proposed construction and potential community impacts after receiving notice from the resident engineer;

NOI-2: The contractor should develop a noise control plan and submit it to the district noise staff for review. District noise staff will be responsible for obtaining a Nonstandard Special Provision addressing the necessary requirements of the noise control plan;

NOI-3: Shield loud pieces of stationary construction equipment with sound barriers if complaints are received;

NOI-4: Locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasible;

NOI-5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;

NOI-6: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer;

NOI-7: Consult district noise staff if complaints are received during the construction process, and their noise control plan and contractor shall conduct construction noise monitoring.

Appendix C Project Design Maps

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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.

- INTERSECTION SIGNALIZATION
- INTERSECTION CROSSWALK ENHANCEMENT
- ADA CURB RAMP UPGRADE
- CURB RAMP RECONSTRUCTION FOR TRUCK TURNING
- ITS ELEMENT REPAIR/REPLACE
- INTERSECTION BICYCLE CONNECTION IMPROVEMENT
- DITCH RESTORATION
- LANDSCAPE
- POTENTIAL DITCH RESTORATION
- RAISED CONCRETE MEDIAN
- CAPM PAVEMENT STRATEGIES (0.20' RHMA OVERLAY/0.20' COLD PLANE BY CURB AND GUTTER)
- RESTRIPING INTO MERGE LANE
- POTENTIAL CONSTRUCTION STAGING AREA
- SHOULDER BACKING
- MASH GUARDRAIL UPGRADE
- RCP CULVERT
- EXISTING CULVERT
- APPROXIMATE RIGHT OF WAY

LEGEND

L-0

REVISED BY	DATE REVISED
CALEB GRINAGER	
KYLE BIRCH	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: KYLE BIRCH

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

LAST REVISION 00-00-00

DATE PLOTTED => 28-FEB-2024

TIME PLOTTED => 11:48

BORDER LAST REVISED 7/2/2010

USERNAME => a156252

DGN FILE => 0519000093eq000.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1465

PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTES:

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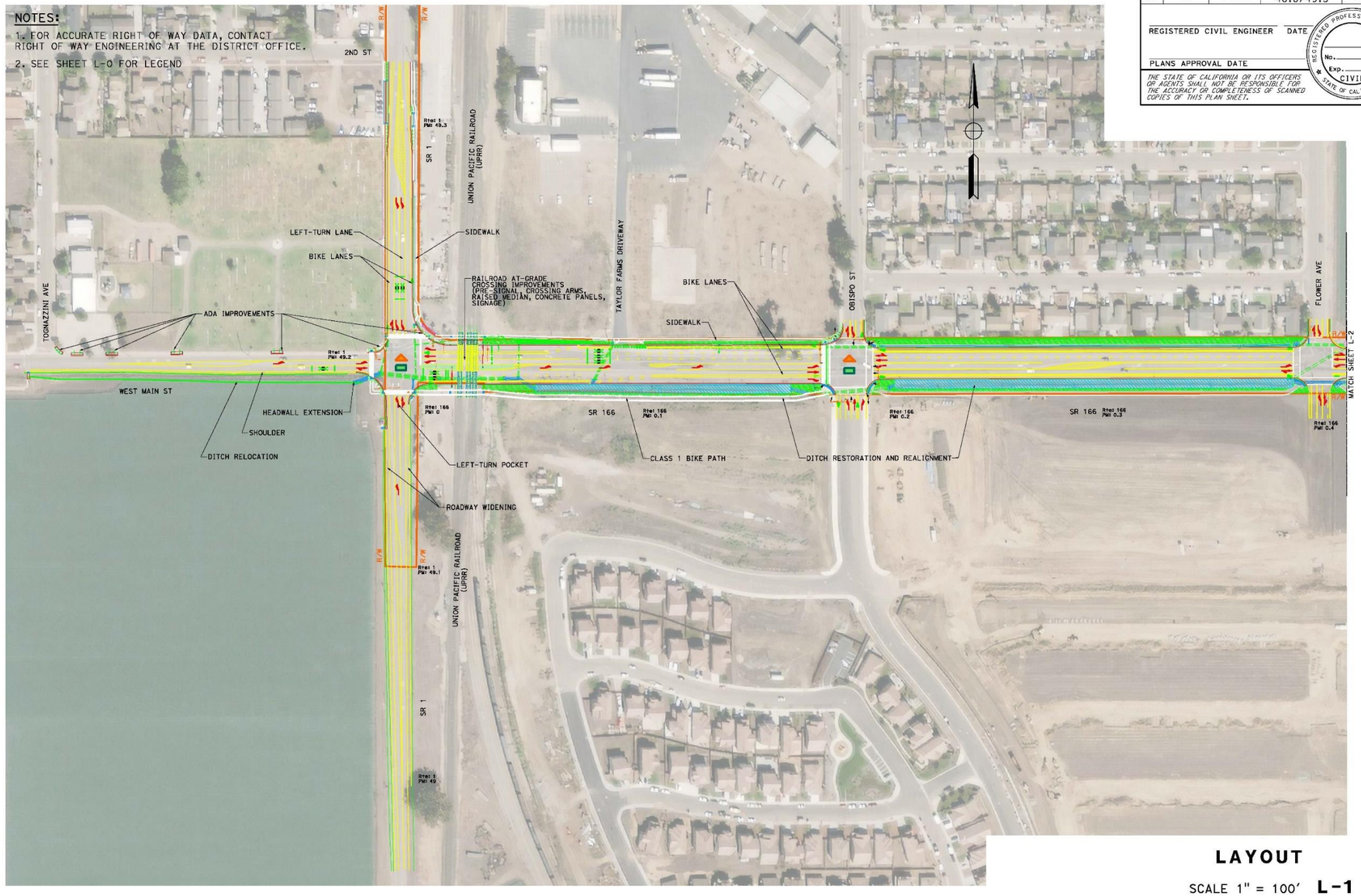
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 100' **L-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY
Caltrans DESIGN	KYLE BIRCH	DATE REVISED
FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALCULATED-DESIGNED BY	
	CHECKED BY	

LAST REVISION 00-00-00 | DATE PLOTTED => 28-FEB-2024 | TIME PLOTTED => 17:34

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 | DGN FILE => 0519000093ed001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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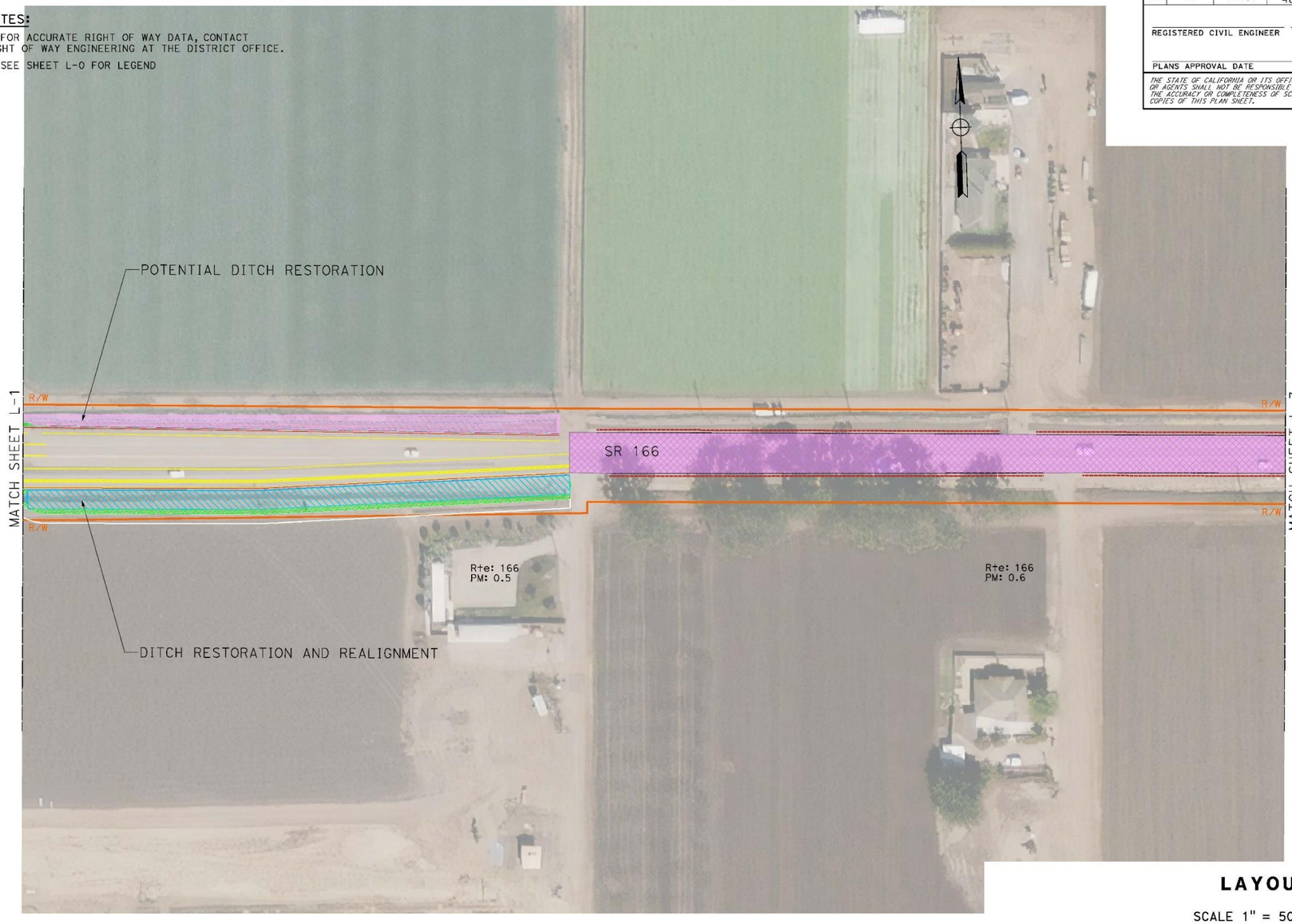
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-2**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**

FUNCTIONAL SUPERVISOR: KYLE BIRCH

CALCULATED-DESIGNED BY: CALEB GRINAGER

CHECKED BY: KYLE BIRCH

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 28-FEB-2024 | TIME PLOTTED => 17:36

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 | DGN FILE => 0519000093ed002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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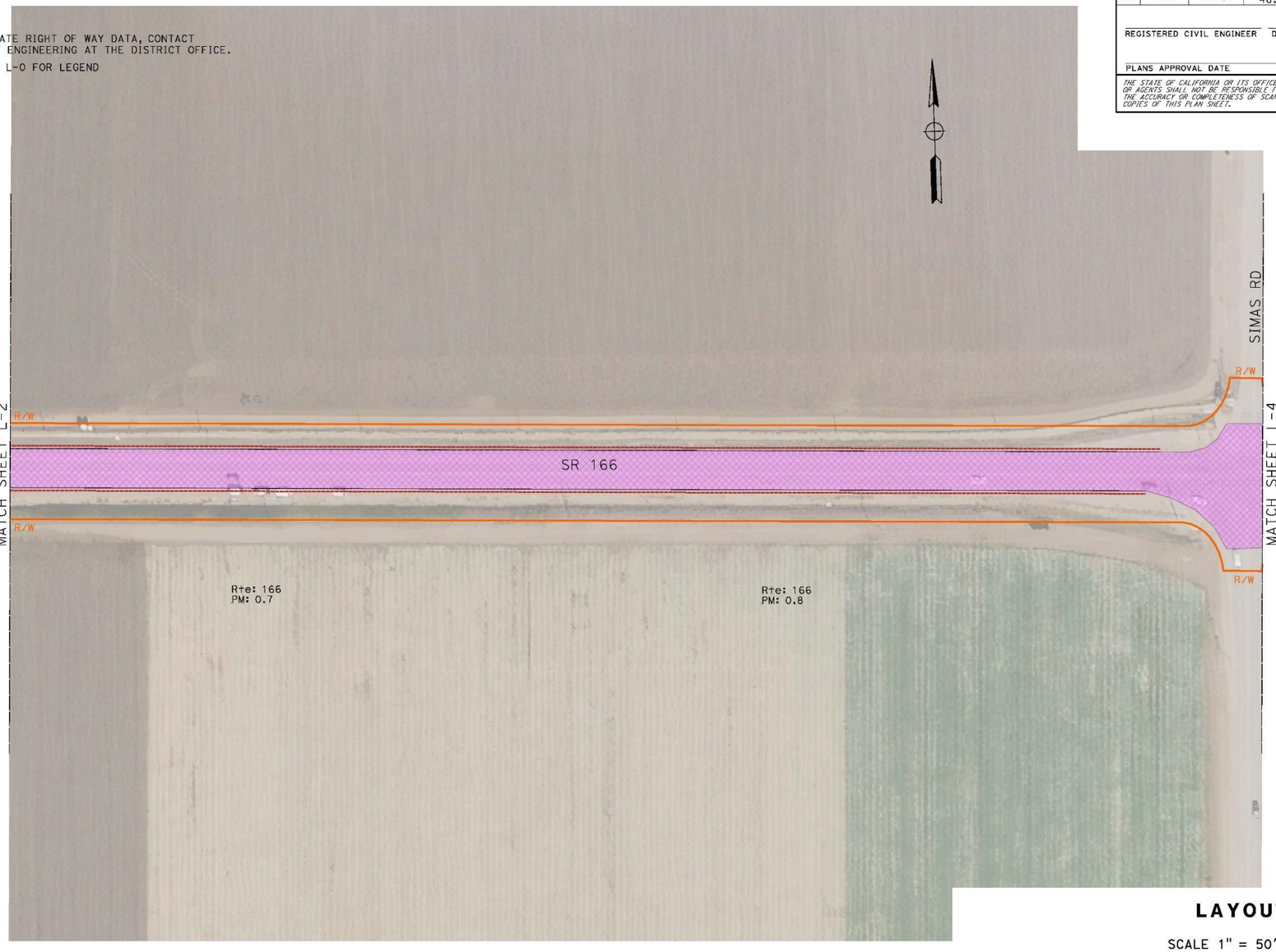
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 07:53

BORDER LAST REVISED 7/2/2010
USERNAME => a156252
DGN FILE => 0519000093ea003.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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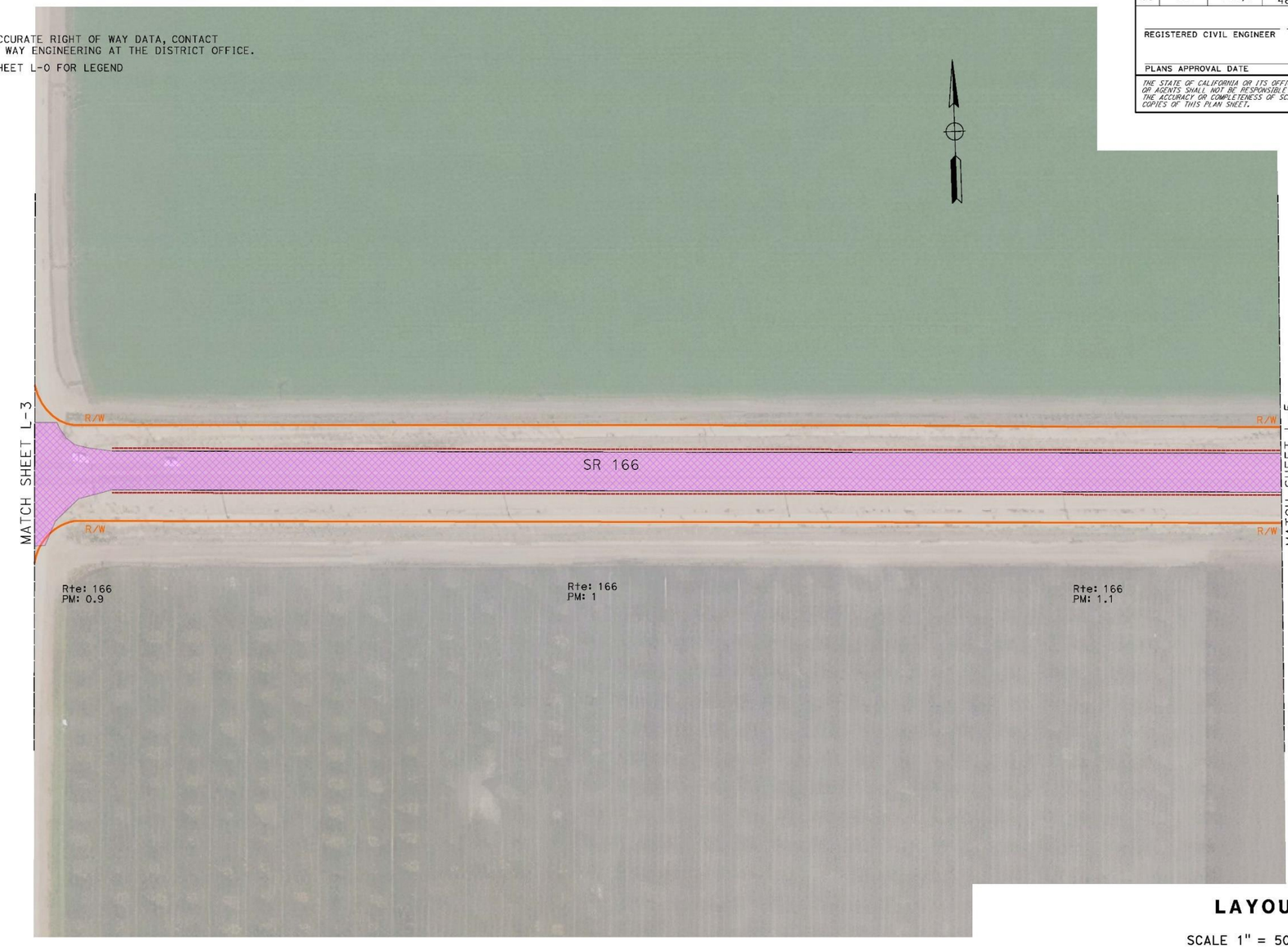
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-4**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN	FUNCTIONAL SUPERVISOR KYLE BIRCH	CALCULATED-DESIGNED BY CALEB GRINAGER	CHECKED BY KYLE BIRCH	REVISED BY	DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ed004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093 | LAST REVISION 00-00-00 | DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 07:55

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-5**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY			
CHECKED BY	KYLE BIRCH	DATE REVISED			
FUNCTIONAL SUPERVISOR	KYLE BIRCH				
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN				

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 07:56

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-6**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**

FUNCTIONAL SUPERVISOR: KYLE BIRCH

CALCULATED-DESIGNED BY: CALEB GRINAGER

CHECKED BY: KYLE BIRCH

REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => s156252
DGN FILE => 0519000093ed006.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1465

PROJECT NUMBER & PHASE 0519000093

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 07:57

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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NOTES:

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2. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-7**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY			
CHECKED BY	KYLE BIRCH	DATE REVISED			
FUNCTIONAL SUPERVISOR	KYLE BIRCH				
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN				

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 07:58

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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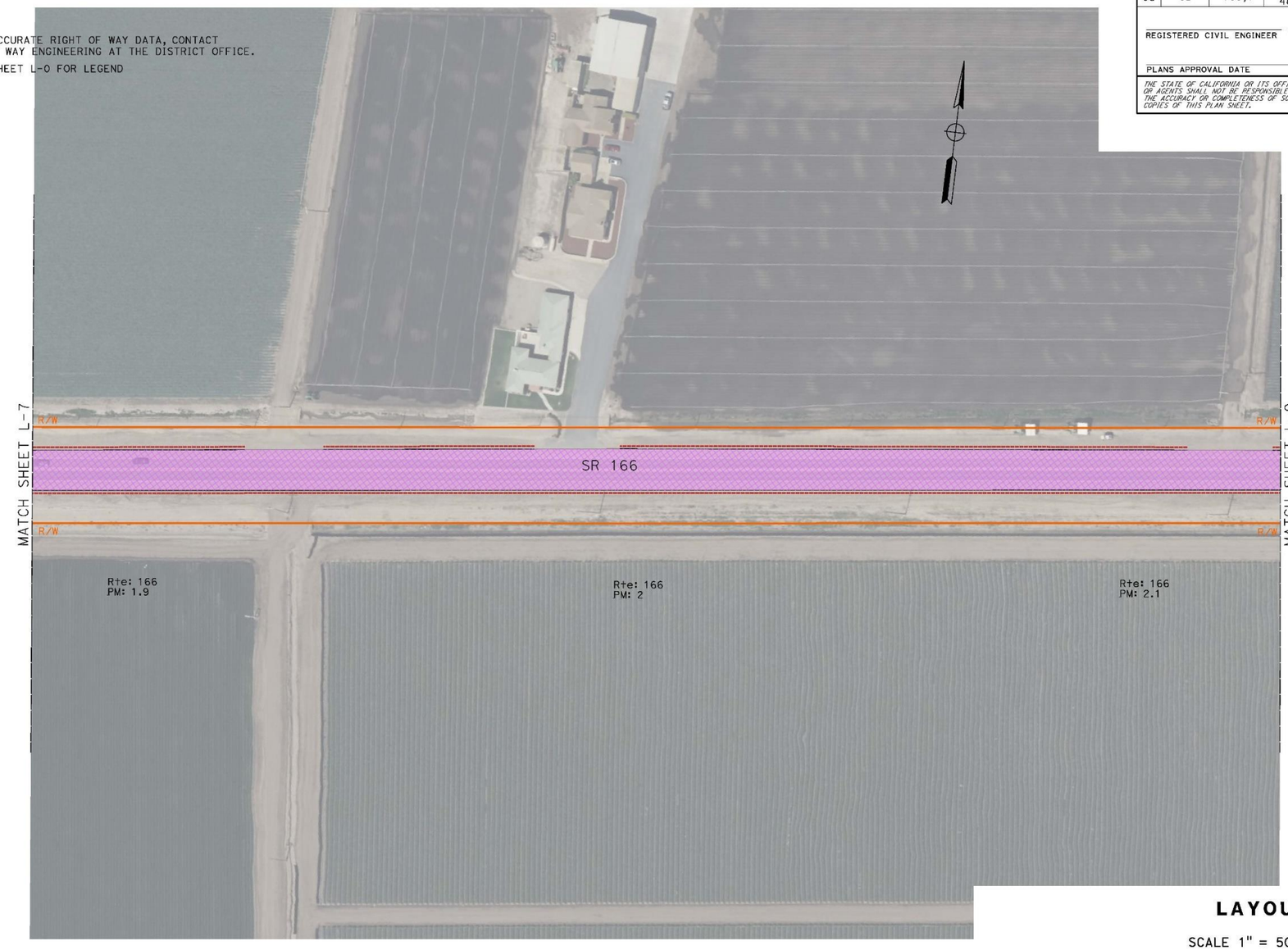
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-8**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans **DESIGN**
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:06

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE 1" = 50' **L-9**

CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: KYLE BIRCH
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:08

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ed009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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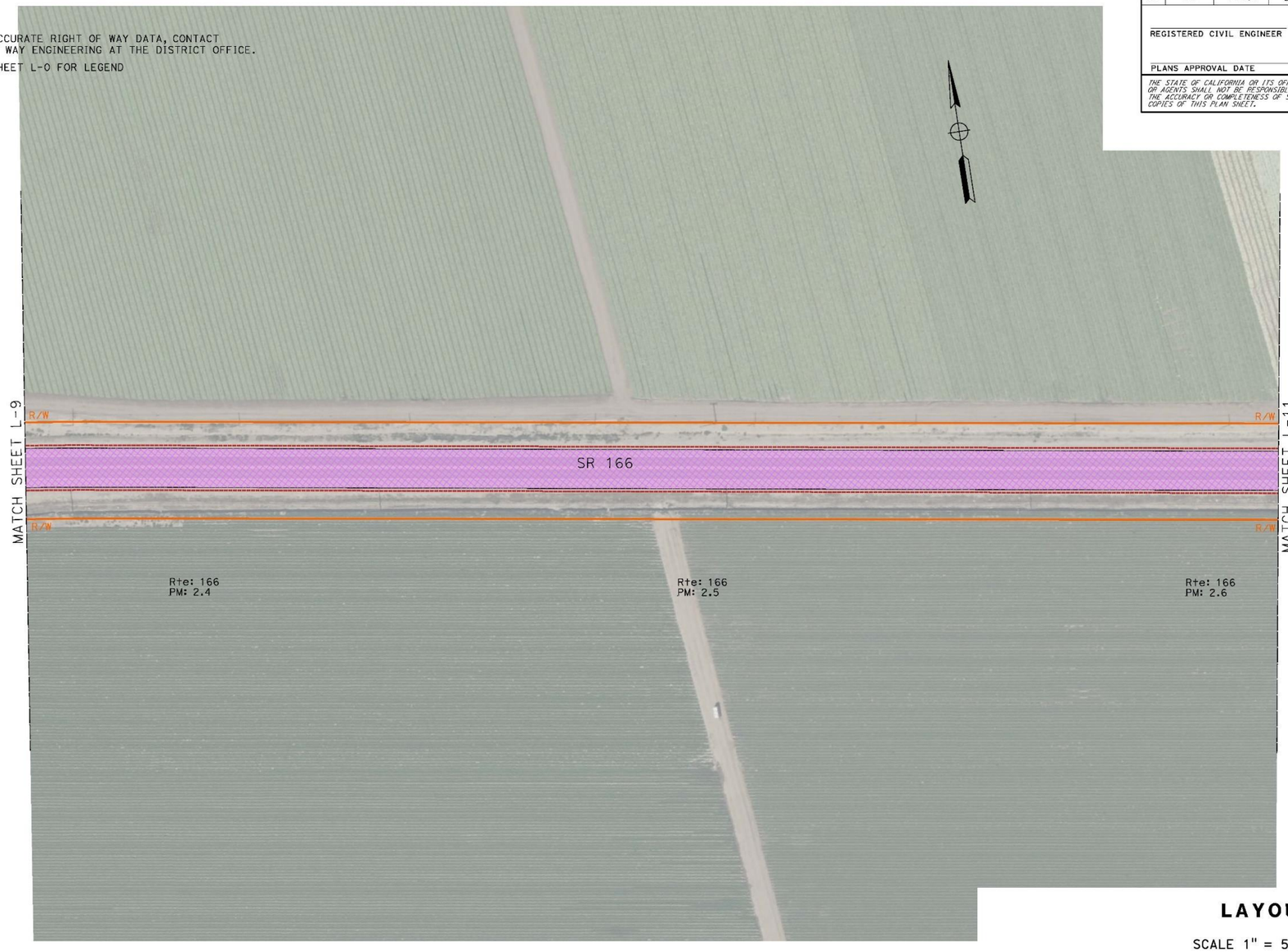
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-10**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	REVISED BY	LAST REVISION 00-00-00	DATE PLOTTED => 29-FEB-2024
DESIGN	KYLE BIRCH	CHECKED BY	DATE REVISED		TIME PLOTTED => 08:09
CALEB GRINAGER		KYLE BIRCH			

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed010.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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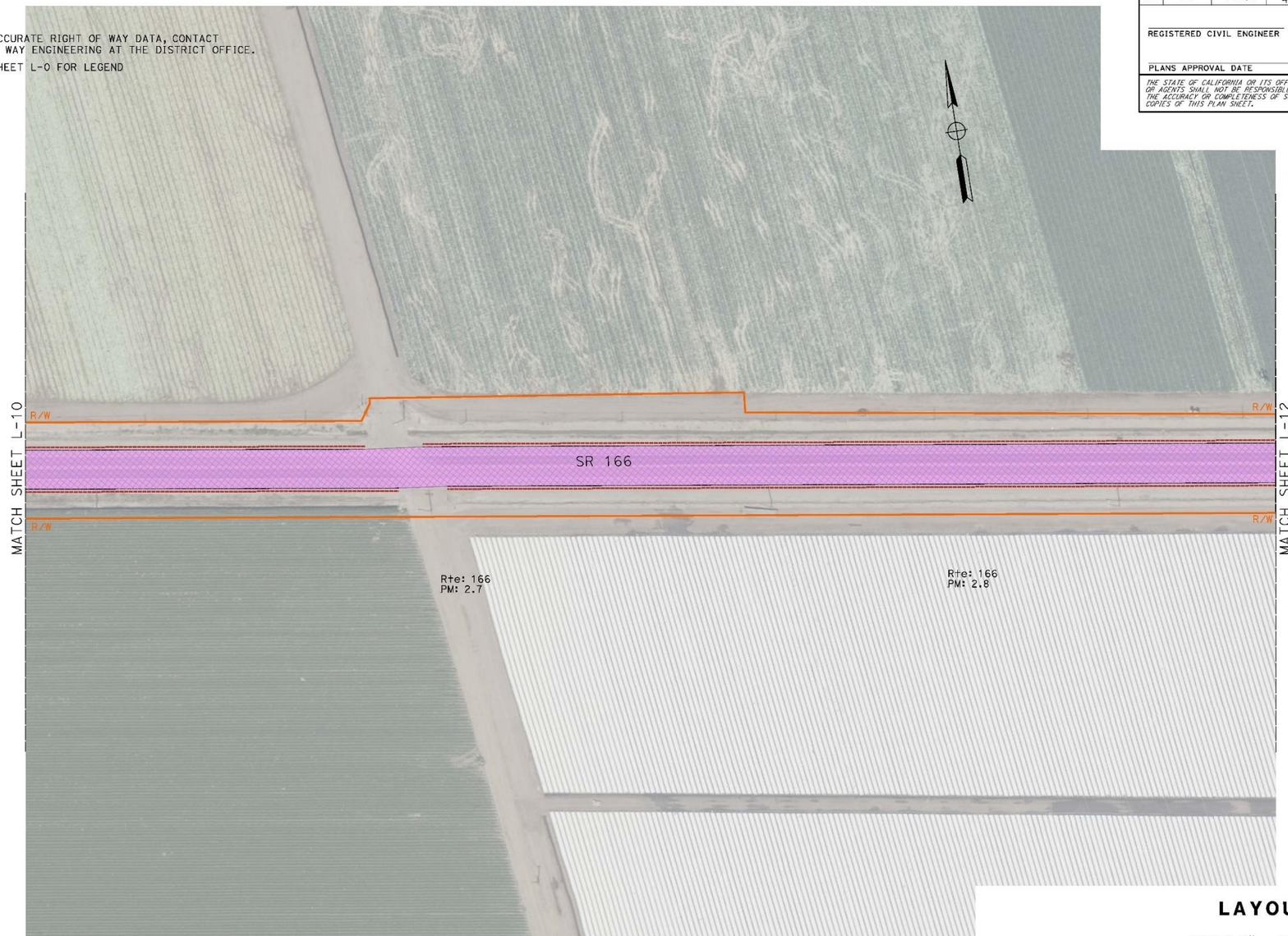

LAYOUT

SCALE 1" = 50' **L-11**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALCULATED-DESIGNED BY	REVISED BY
Caltrans DESIGN	CHECKED BY	DATE REVISED
FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALEB GRINAGER	
	KYLE BIRCH	

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:11

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ea011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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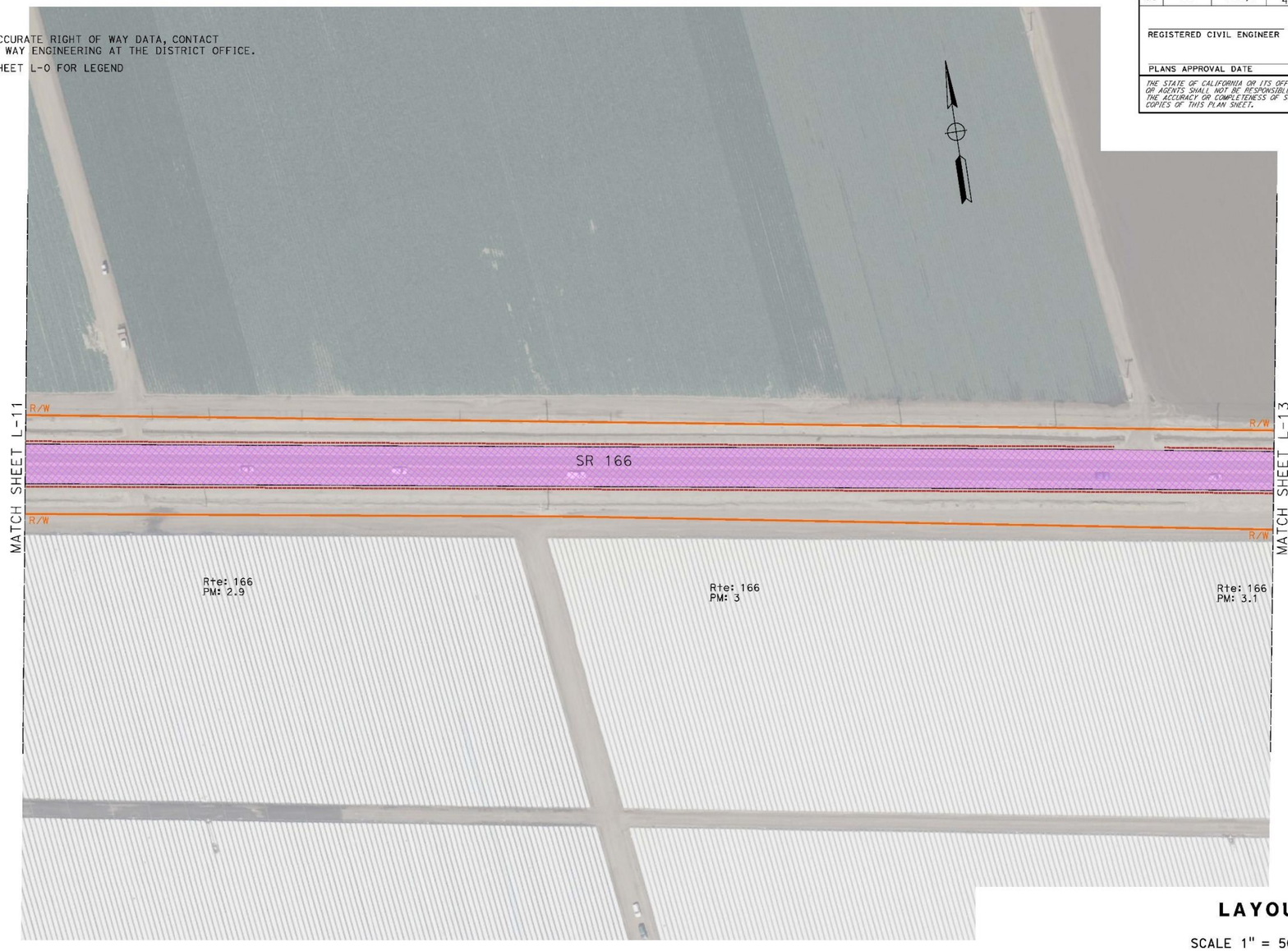
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-12**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**	FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALCULATED-DESIGNED BY: CALEB GRINAGER	CHECKED BY: KYLE BIRCH	REVISED BY	DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:12

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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PLANS APPROVAL DATE

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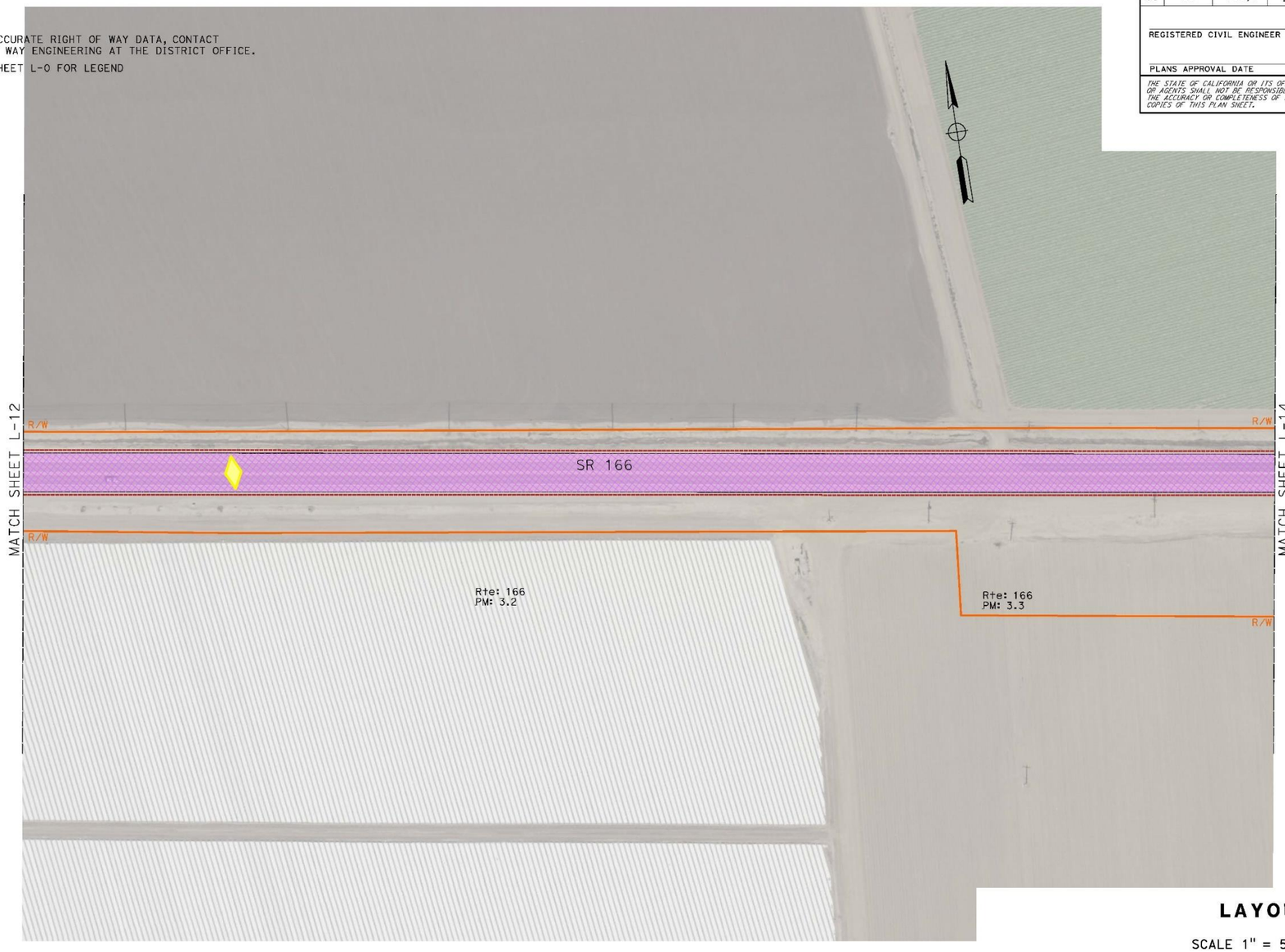
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-13**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**

FUNCTIONAL SUPERVISOR: KYLE BIRCH

CALCULATED-DESIGNED BY: CALEB GRINAGER

CHECKED BY: KYLE BIRCH

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 29-FEB-2024

TIME PLOTTED => 08:14

BORDER LAST REVISED 7/2/2010

USERNAME => s156252

DGN FILE => 0519000093ed013.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1465

PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-14**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY		STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
CHECKED BY	KYLE BIRCH	DATE REVISED			
FUNCTIONAL SUPERVISOR	KYLE BIRCH				

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:19

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ea014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

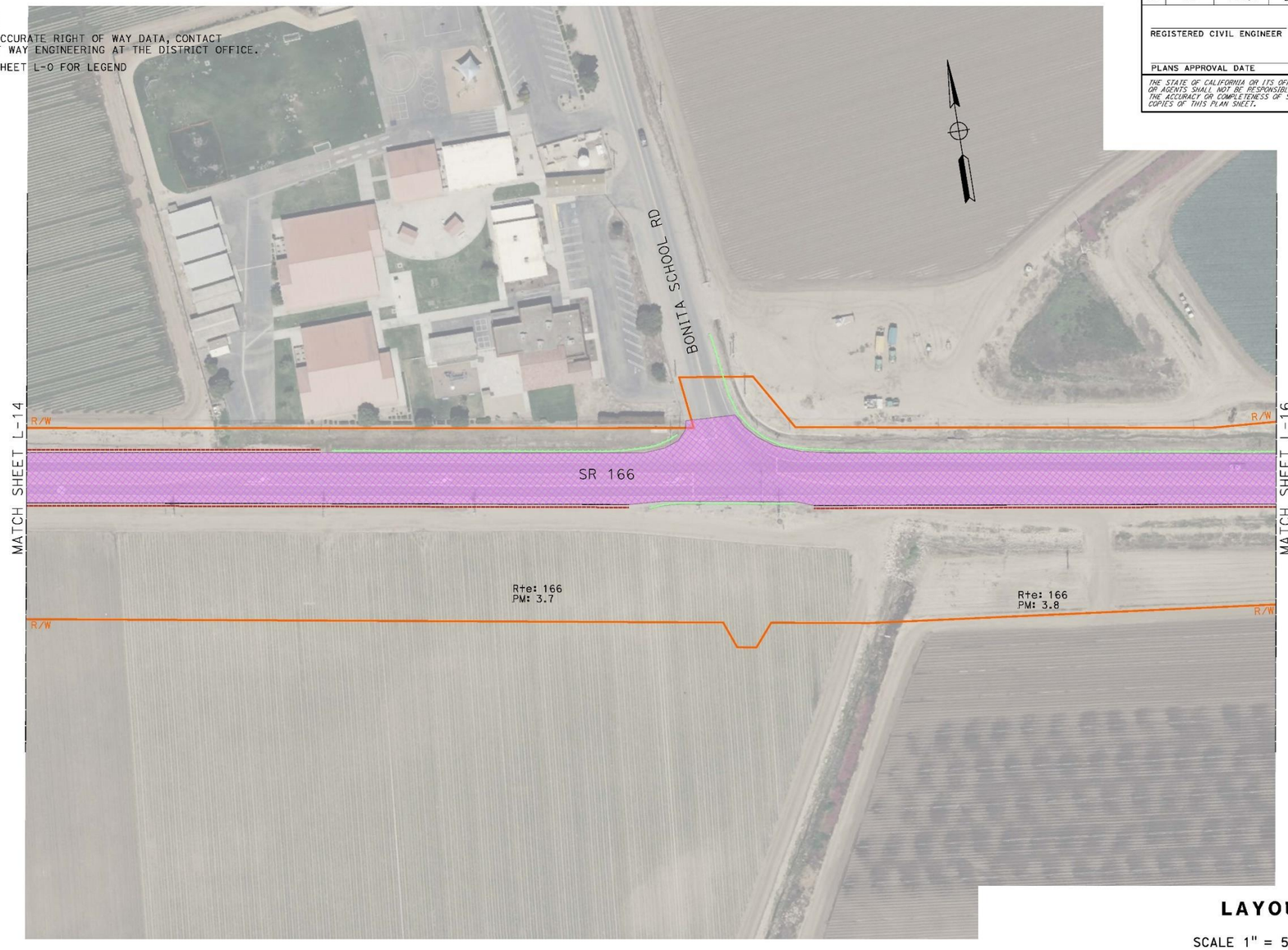
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-15**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
DESIGN	KYLE BIRCH	CHECKED BY	KYLE BIRCH	CALEB GRINAGER

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed015.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093 | LAST REVISION 00-00-00 | DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:20

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

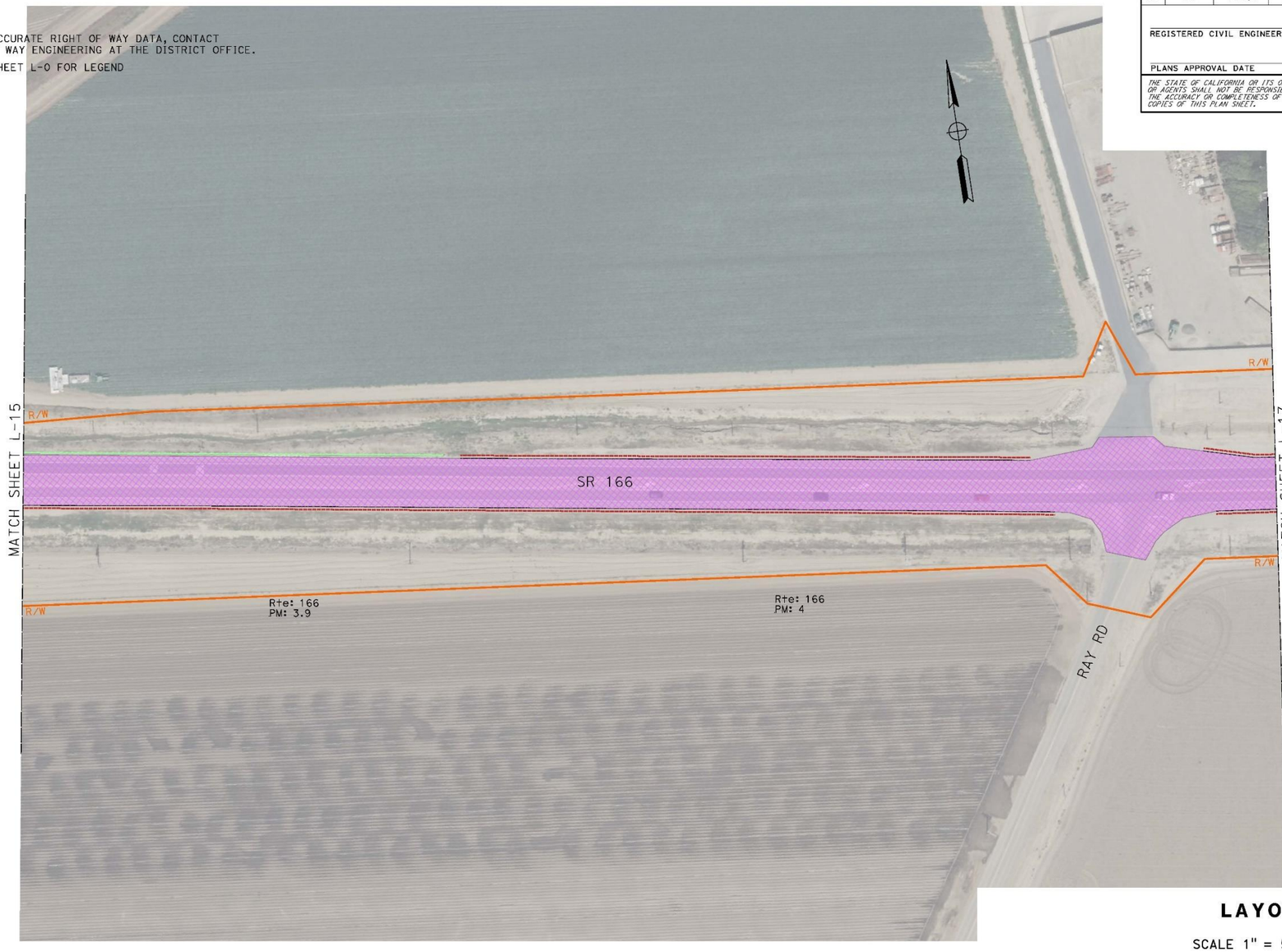
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-16**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	DATE PLOTTED => 29-FEB-2024
DESIGN	KYLE BIRCH	DATE REVISED	KYLE BIRCH	CHECKED BY	TIME PLOTTED => 08:22

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093eq016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093 | LAST REVISION 00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

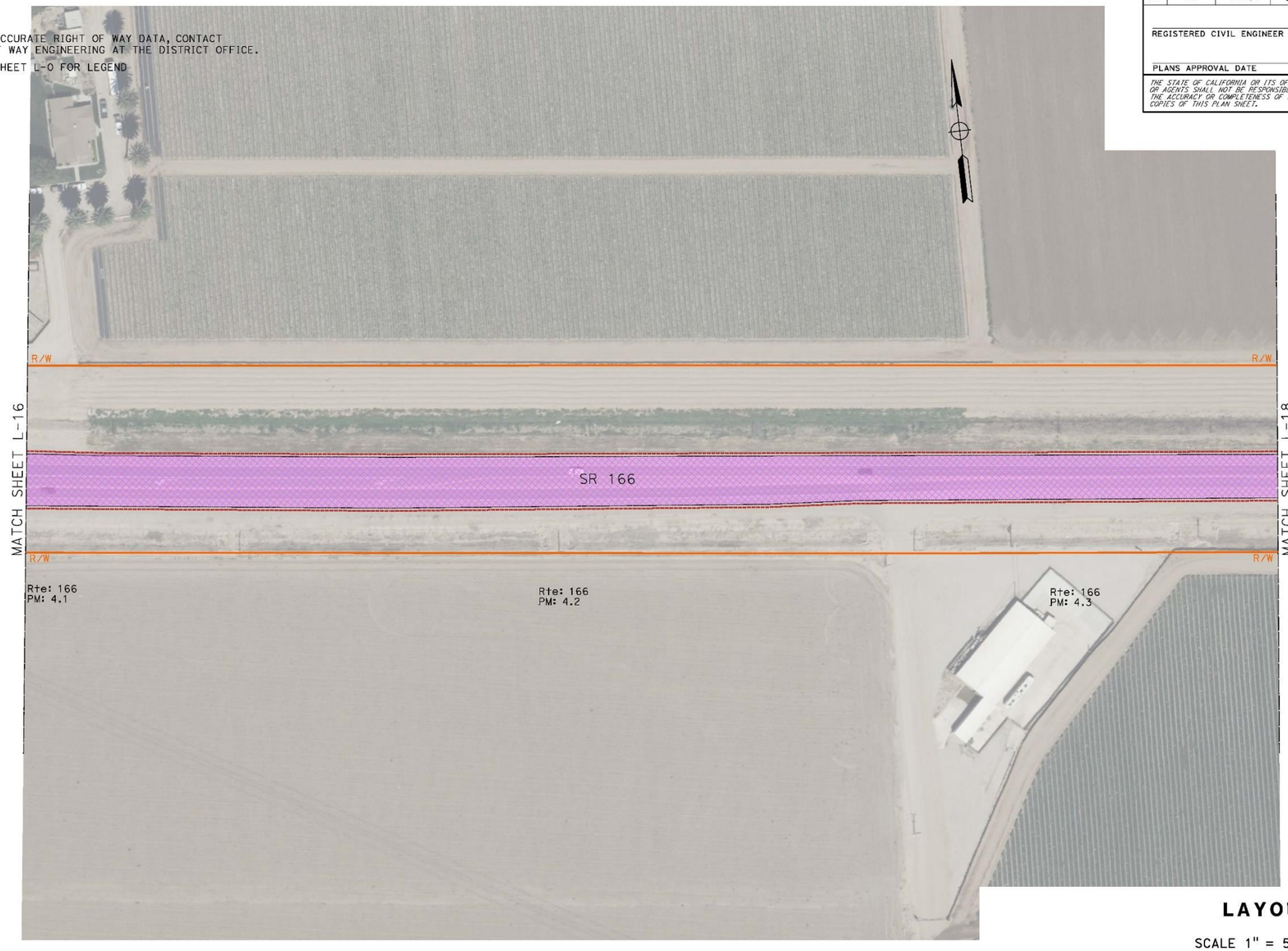
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



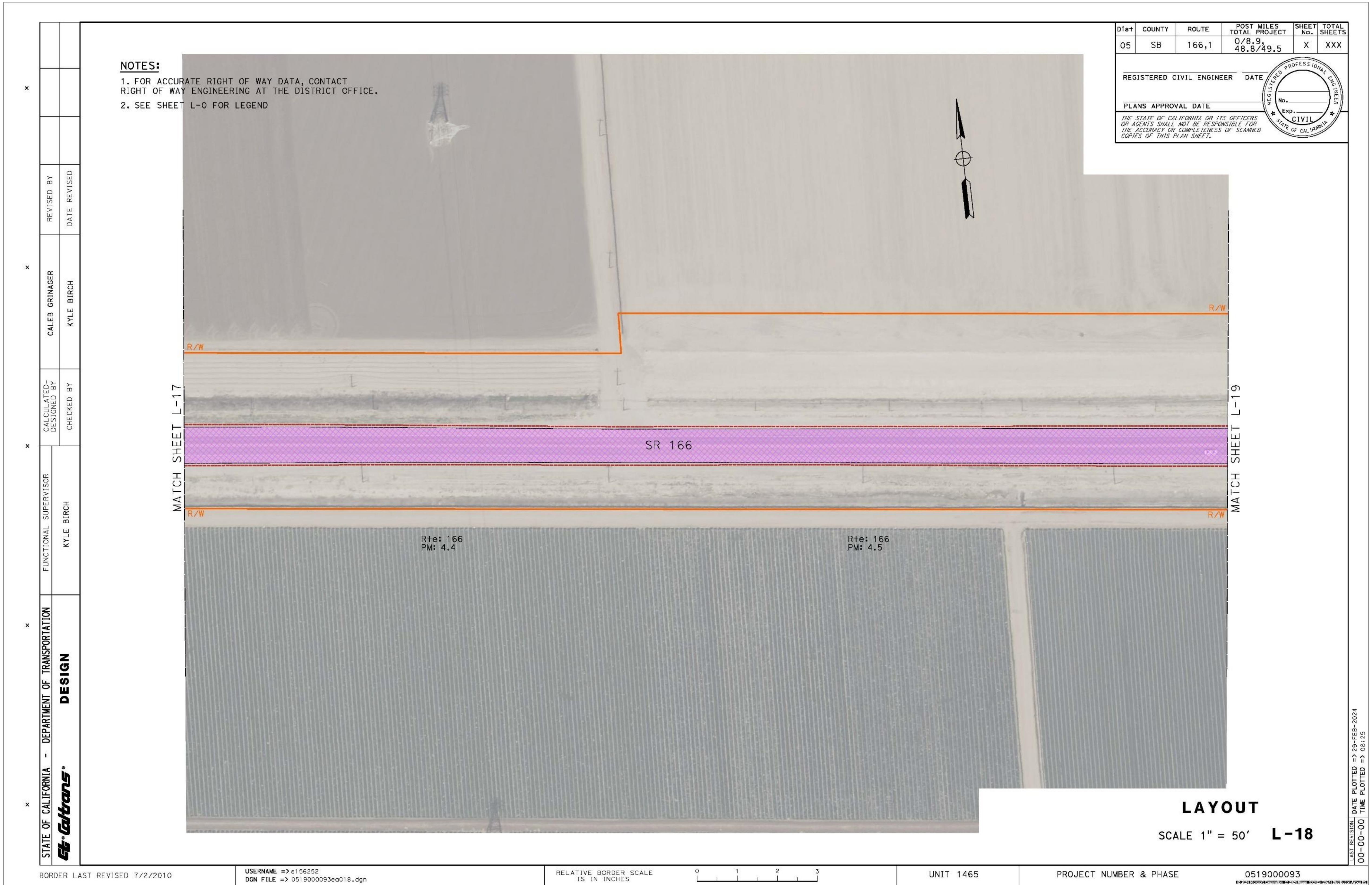
LAYOUT

SCALE 1" = 50' **L-17**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY		
DESIGN	KYLE BIRCH	DATE REVISED		
FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY			
KYLE BIRCH	CHECKED BY			

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

LAST REVISION DATE PLOTTED => 29-FEB-2024 00-00-00 TIME PLOTTED => 08:24



NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND
Dist 05 | COUNTY SB | ROUTE 166,1 | POST MILES TOTAL PROJECT 0/8.9, 48.8/49.5 | SHEET No. X | TOTAL SHEETS XXX
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR
KYLE BIRCH
CALCULATED-DESIGNED BY
CALEB GRINAGER
CHECKED BY
KYLE BIRCH
REVISED BY
DATE REVISED
MATCH SHEET L-17
MATCH SHEET L-19
R/W
R/W
R/W
R/W
SR 166
Rte: 166
PM: 4.4
Rte: 166
PM: 4.5
LAYOUT
SCALE 1" = 50'
L-18
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:25
LAST REVISION 00-00-00
BORDER LAST REVISED 7/2/2010
USERNAME => s156252
DGN FILE => 0519000093ea018.dgn
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE
0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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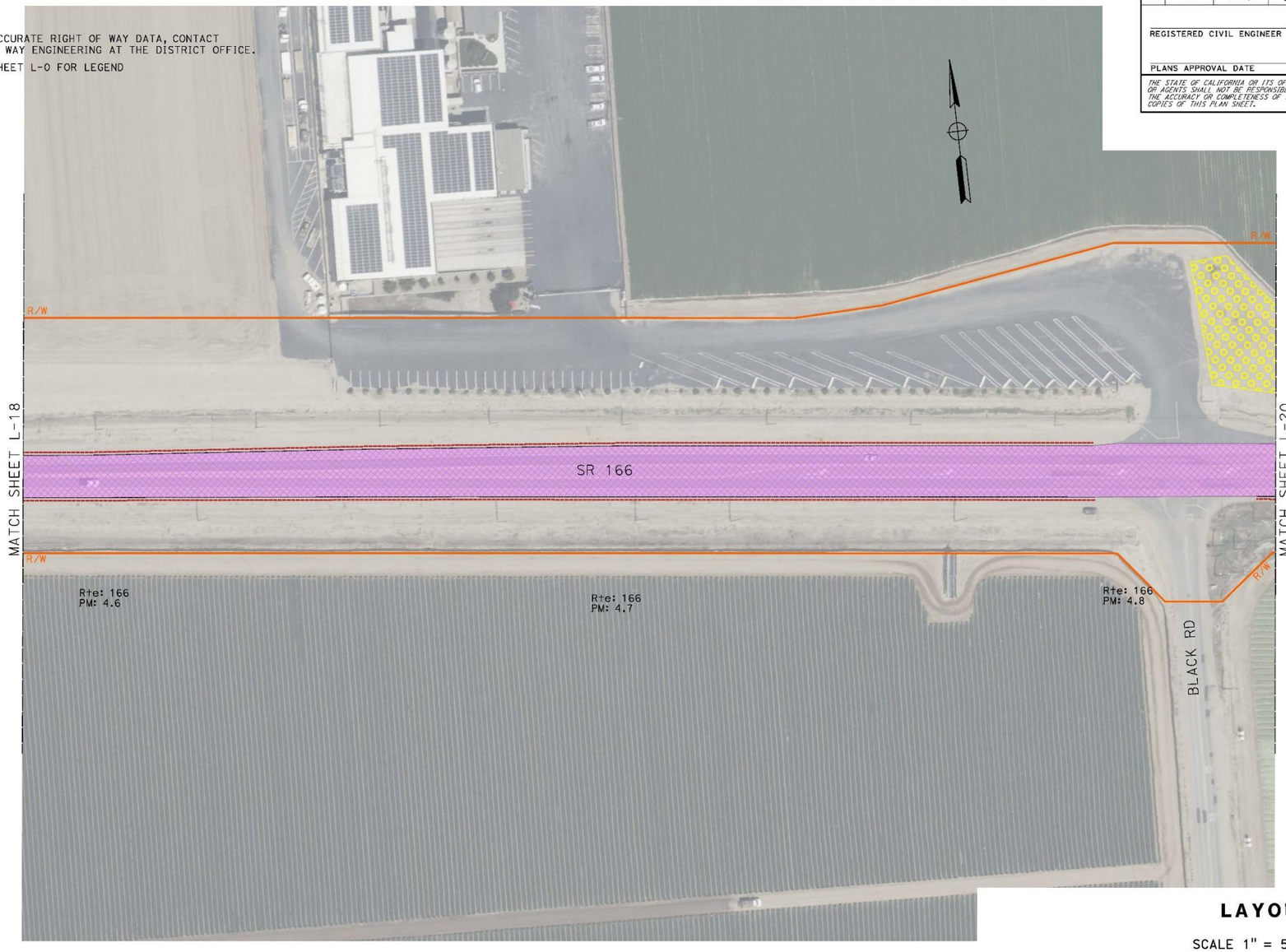
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-19**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY	
Caltrans DESIGN	KYLE BIRCH	DATE REVISED	
FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALCULATED-DESIGNED BY	CHECKED BY	

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:26

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ea019.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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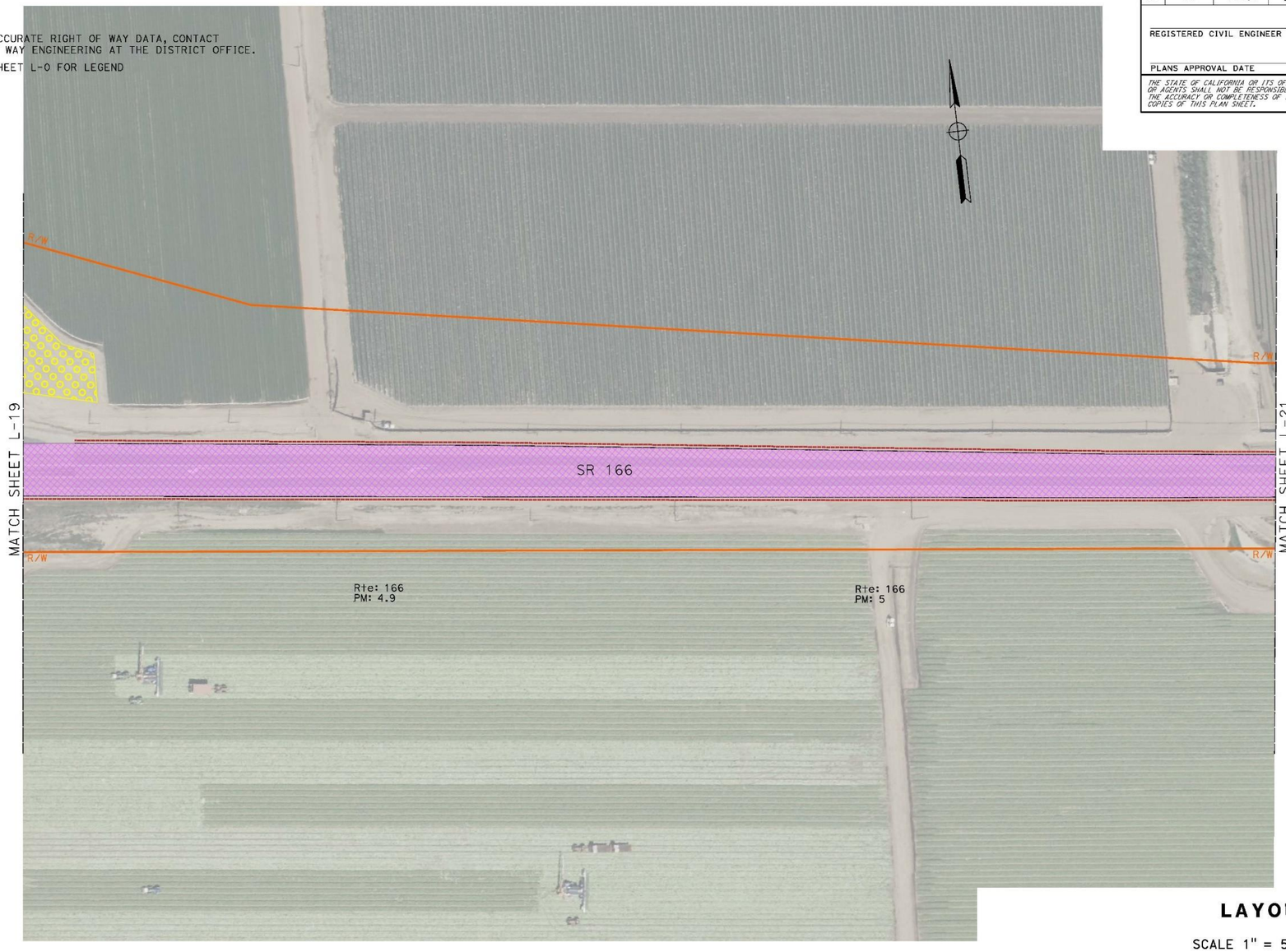
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-20**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY	
CHECKED BY	KYLE BIRCH	DATE REVISED	
FUNCTIONAL SUPERVISOR	KYLE BIRCH		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:28

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ea020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-21**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY		
DESIGN	CHECKED BY	KYLE BIRCH	DATE REVISED		
	FUNCTIONAL SUPERVISOR	KYLE BIRCH			

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:30

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ea021.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-22**

CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: KYLE BIRCH
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:31

BORDER LAST REVISED 7/2/2010
USERNAME => a156252
DGN FILE => 0519000093ed022.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

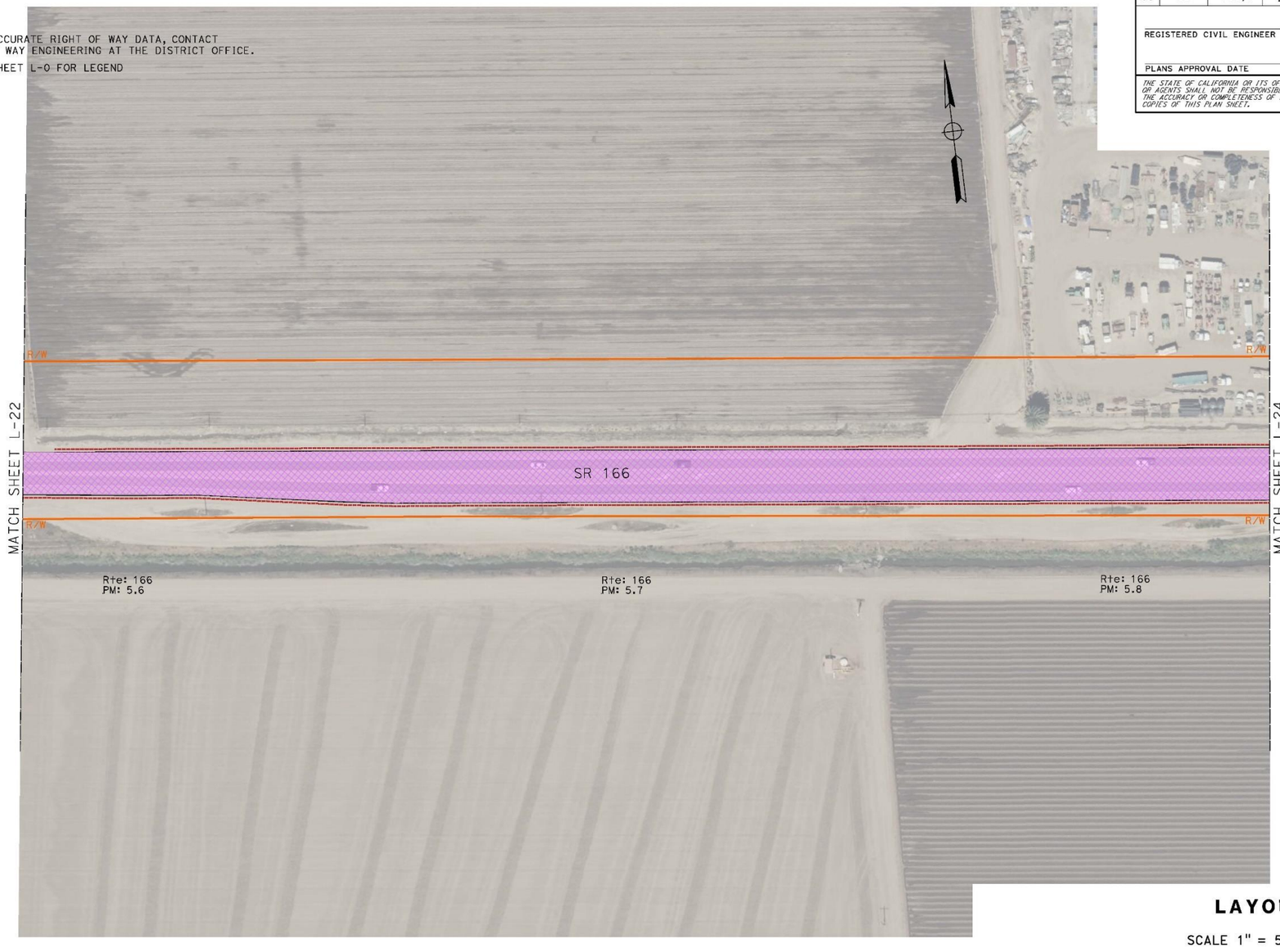
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-23**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY	
CHECKED BY	KYLE BIRCH	DATE REVISED	
FUNCTIONAL SUPERVISOR	KYLE BIRCH		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:32

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ed023.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

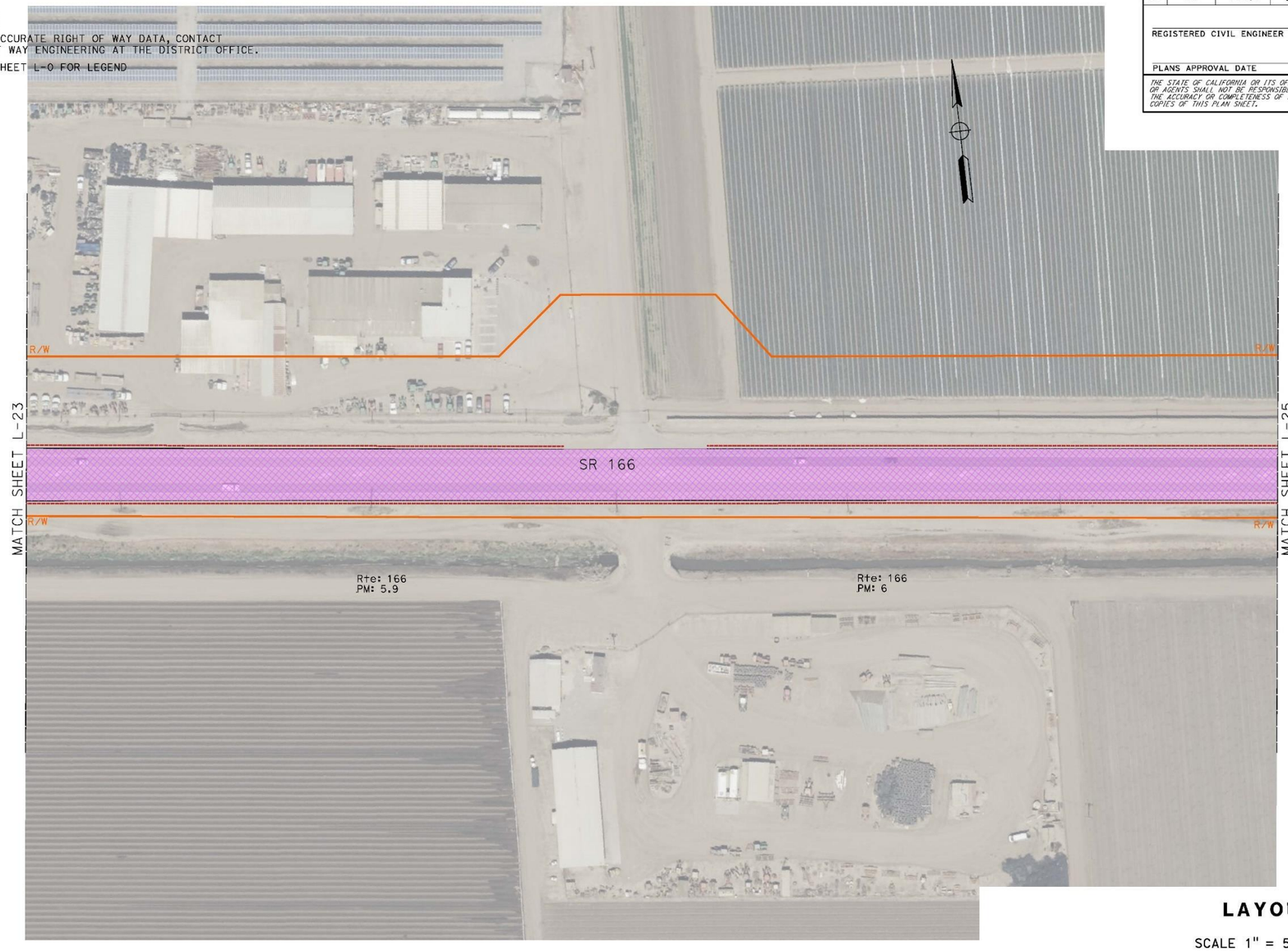
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-24**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY		
DESIGN	KYLE BIRCH	DATE REVISED		
FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALCULATED-DESIGNED BY	CHECKED BY		

BORDER LAST REVISED 7/2/2010

USERNAME => s156252
DGN FILE => 0519000093ed024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1465

PROJECT NUMBER & PHASE 0519000093

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

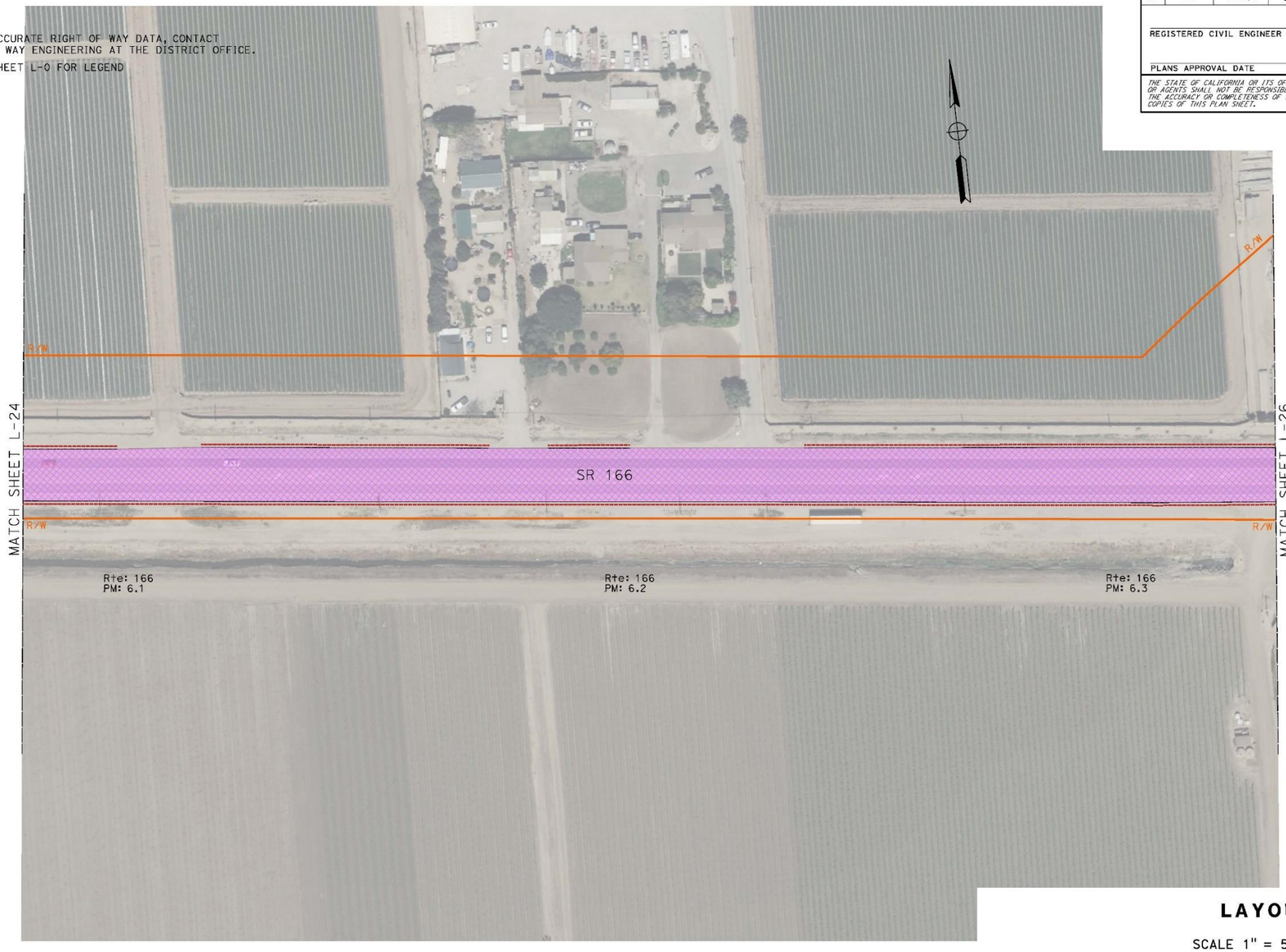
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-25**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION Caltrans DESIGN	CALCULATED- DESIGNED BY	CALEB GRINAGER	REVISED BY		
	CHECKED BY	KYLE BIRCH	DATE REVISED		
	FUNCTIONAL SUPERVISOR	KYLE BIRCH			
BORDER LAST REVISED 7/2/2010	USERNAME => a156252 DGN FILE => 0519000093ed025.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1465	PROJECT NUMBER & PHASE	0519000093

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:35

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

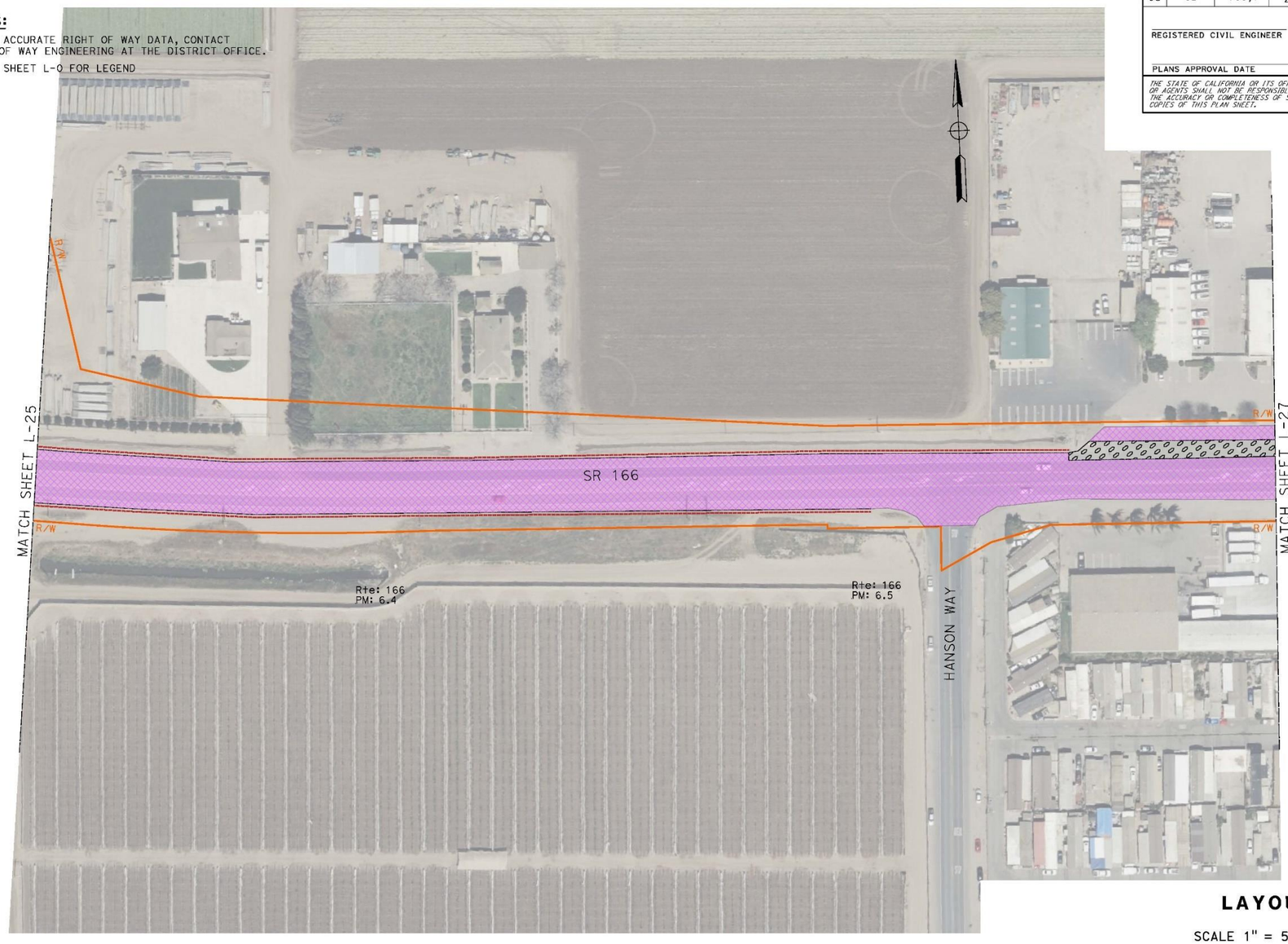
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-26**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED
CALEB GRINAGER

LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:36

BORDER LAST REVISED 7/2/2010
USERNAME => s156252
DGN FILE => 0519000093ea026.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

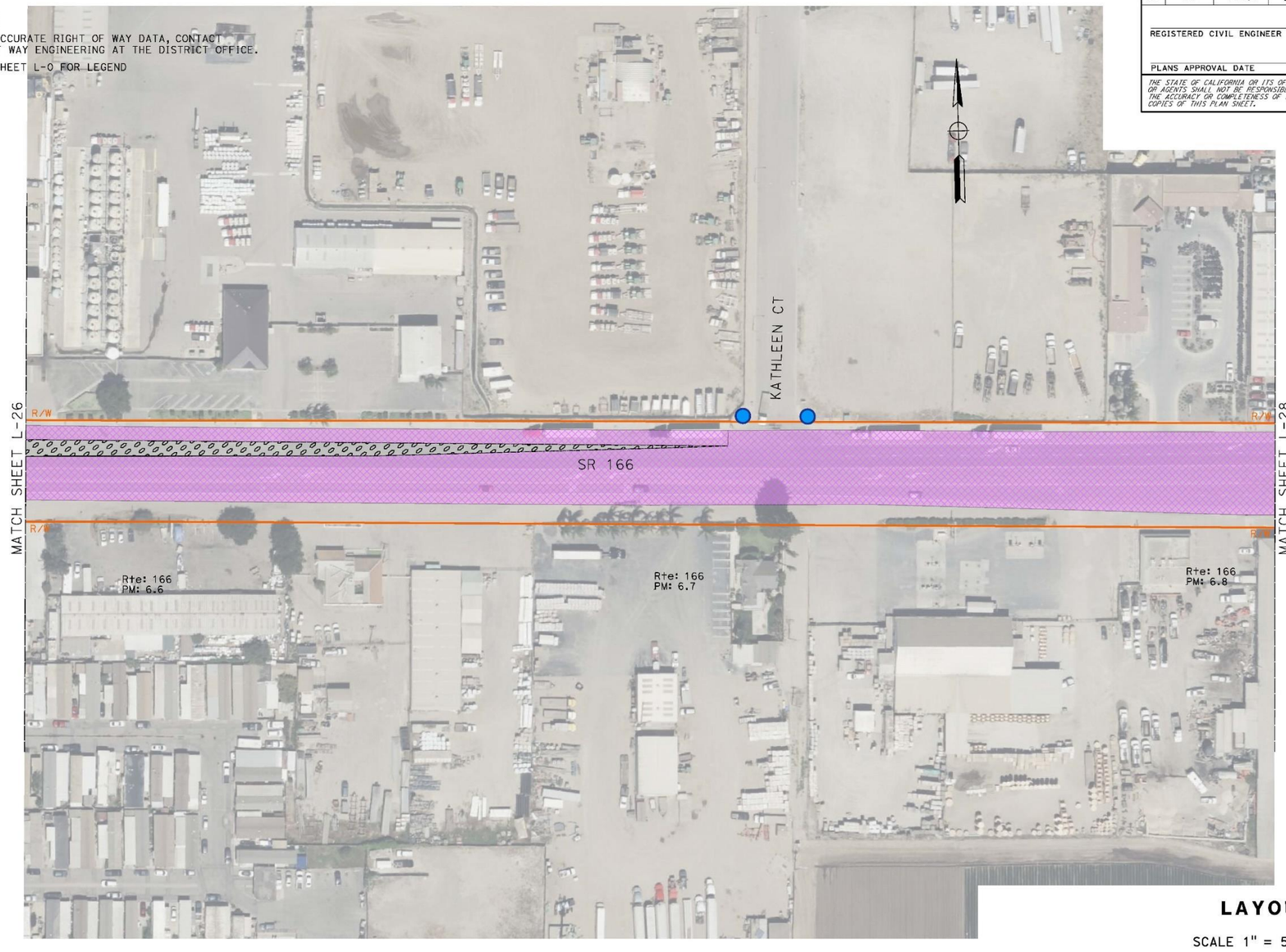
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-27**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
FUNCTIONAL SUPERVISOR: KYLE BIRCH
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:37

BORDER LAST REVISED 7/2/2010
USERNAME => s156252
DGN FILE => 0519000093ed027.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

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. SEE SHEET L-0 FOR LEGEND

LAYOUT

SCALE 1" = 50' **L-28**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 29-FEB-2024 | TIME PLOTTED => 08:38

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 | DGN FILE => 0519000093ea028.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

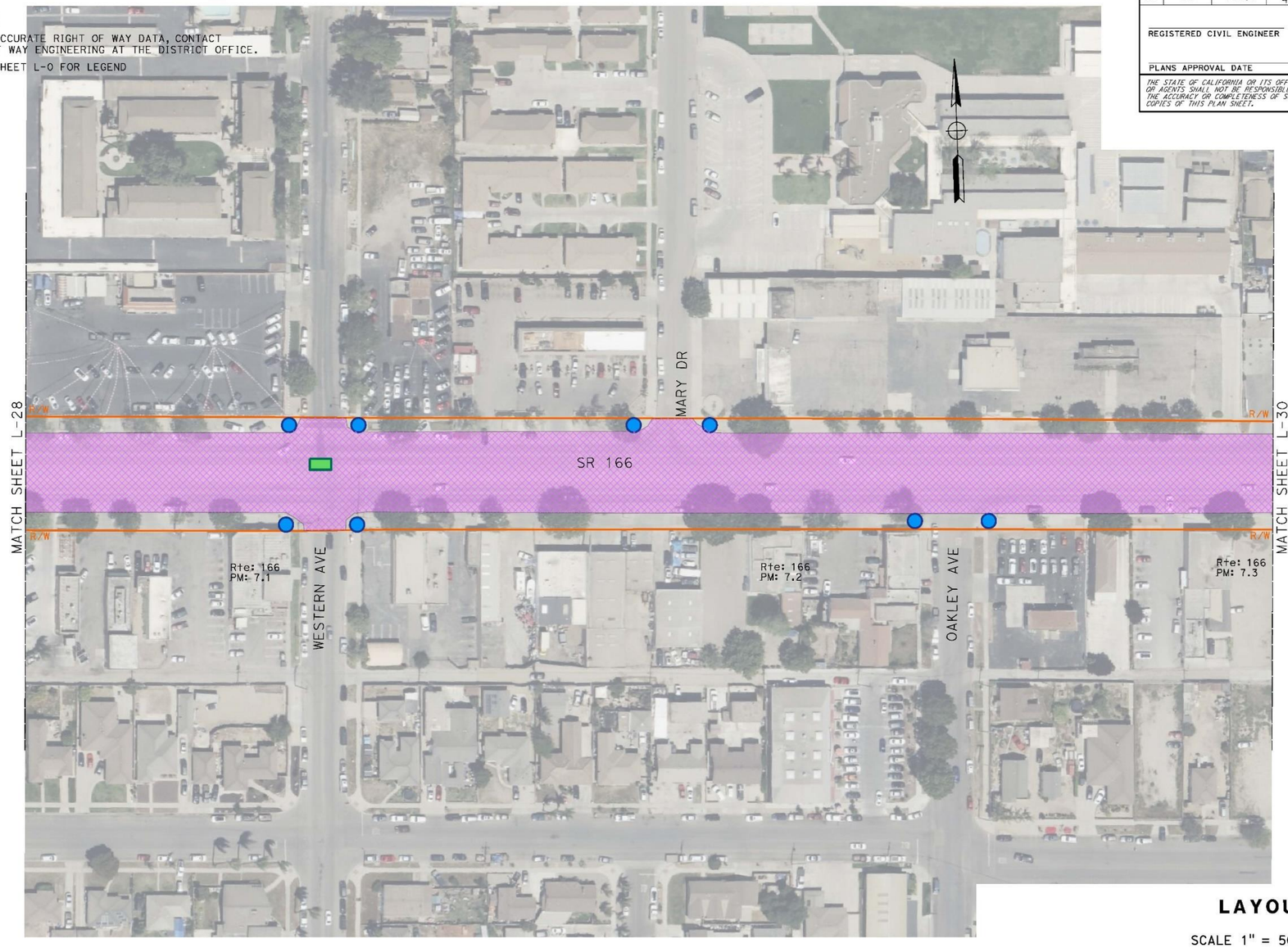
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-29**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALEB GRINAGER	REVISED BY	
DESIGN	KYLE BIRCH	DATE REVISED	
FUNCTIONAL SUPERVISOR: KYLE BIRCH	CALCULATED-DESIGNED BY		
	CHECKED BY		

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:40

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ea029.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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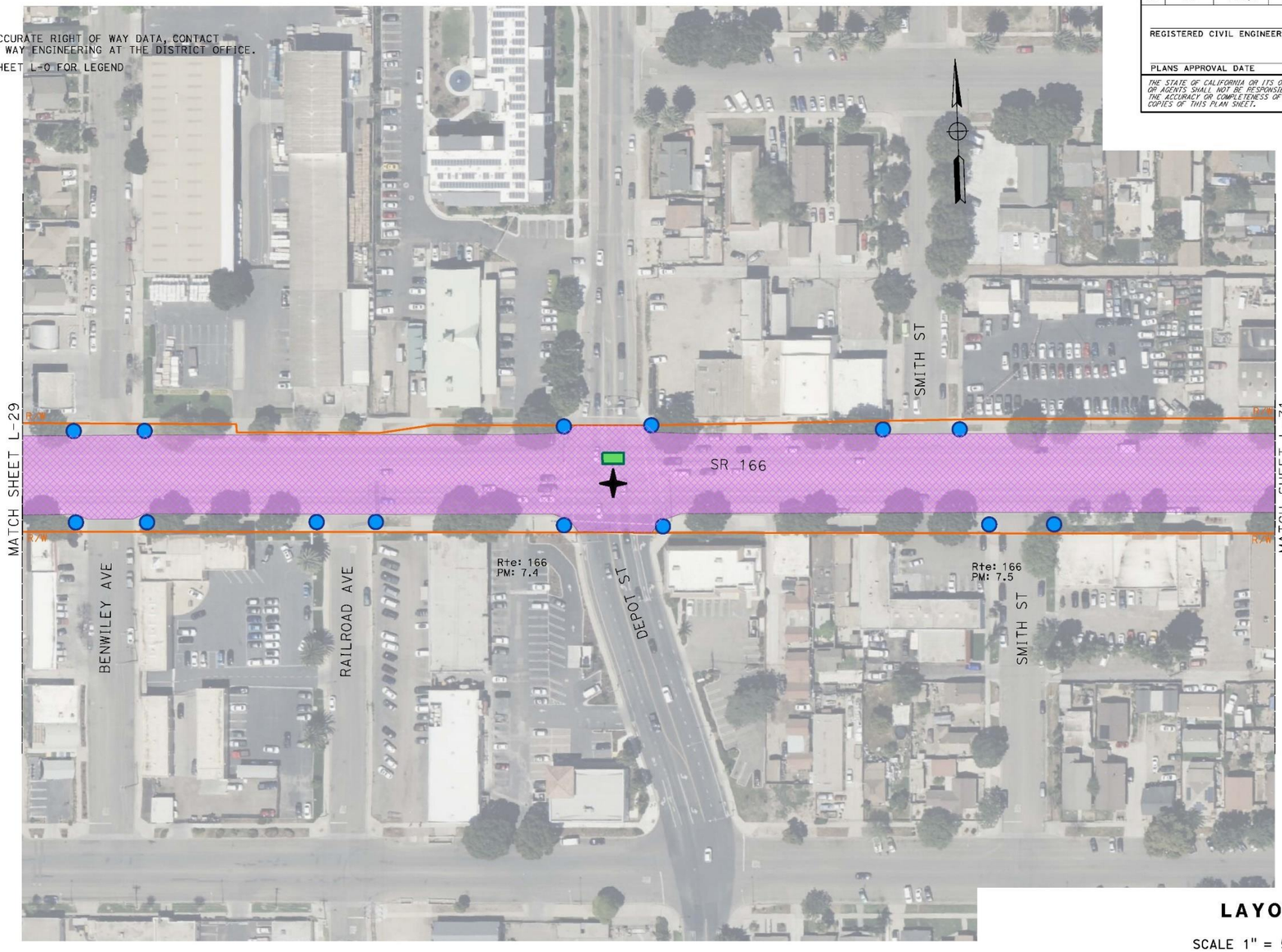
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-30**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:41

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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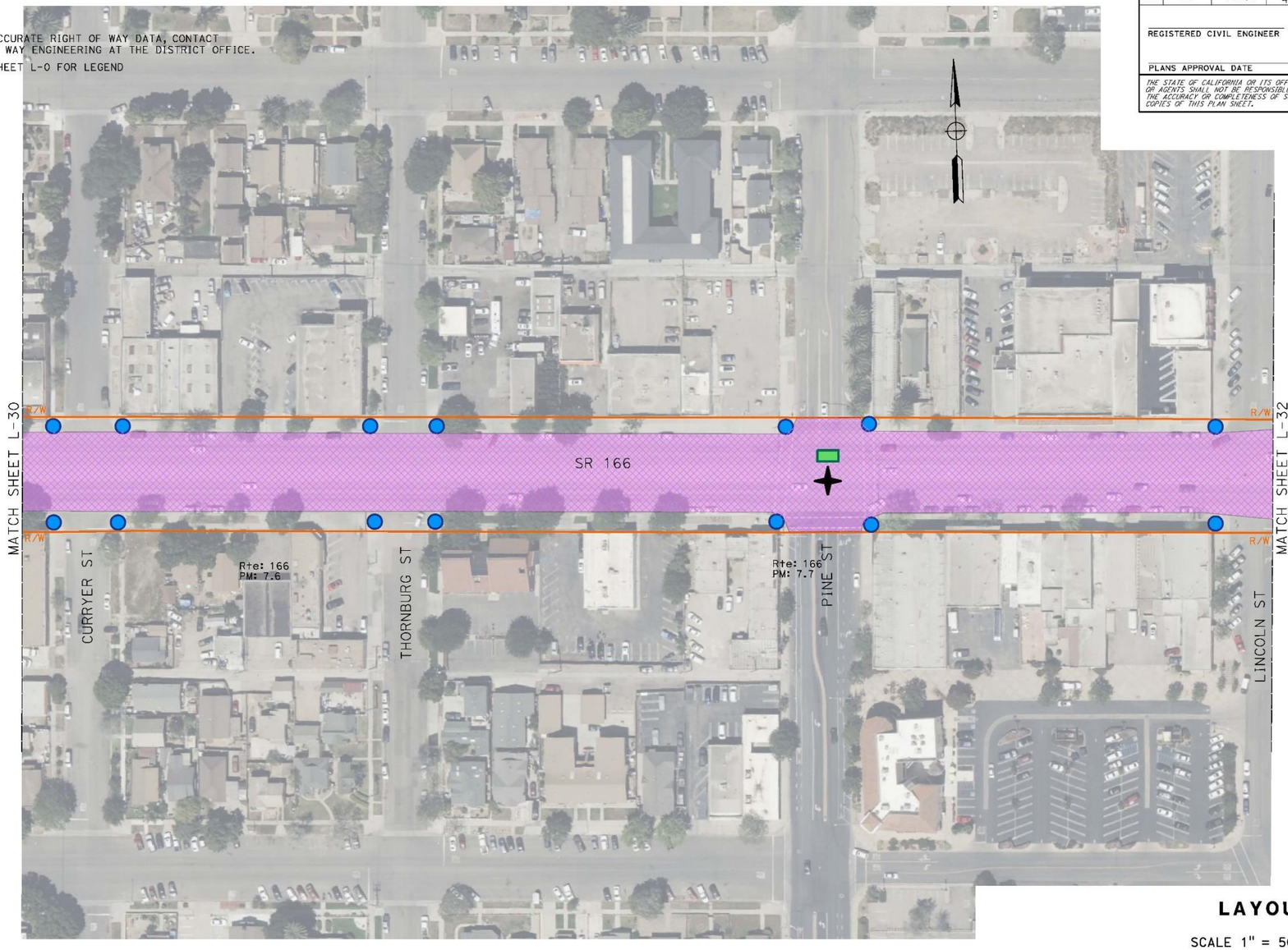
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-31**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED
LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:45

BORDER LAST REVISED 7/2/2010
USERNAME => s156252
DGN FILE => 0519000093ea031.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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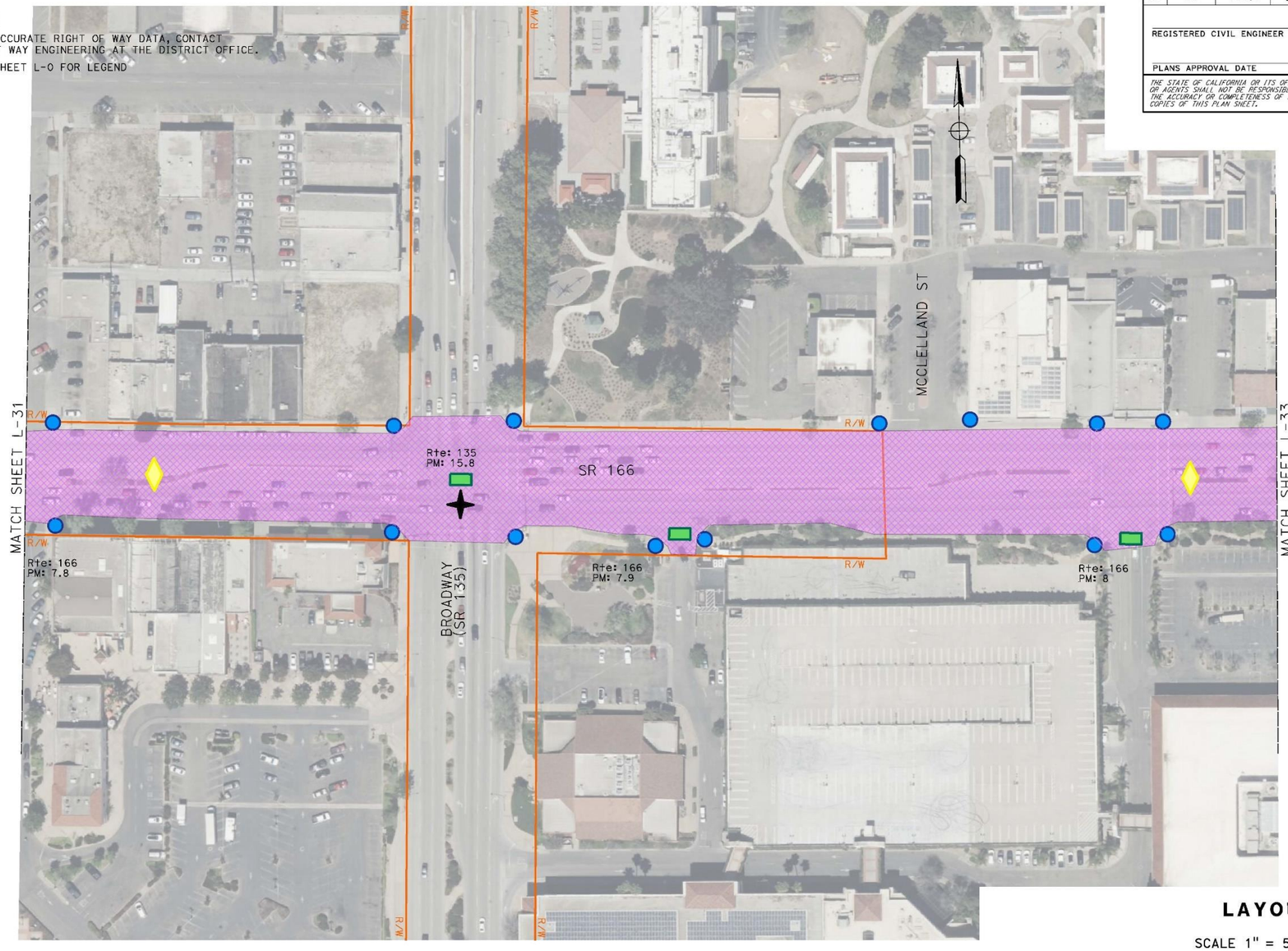
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-32**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: KYLE BIRCH

CALEB GRINAGER | KYLE BIRCH | REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 29-FEB-2024 | TIME PLOTTED => 08:46

BORDER LAST REVISED 7/2/2010

USERNAME => a156252
DGN FILE => 0519000093ed032.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1465

PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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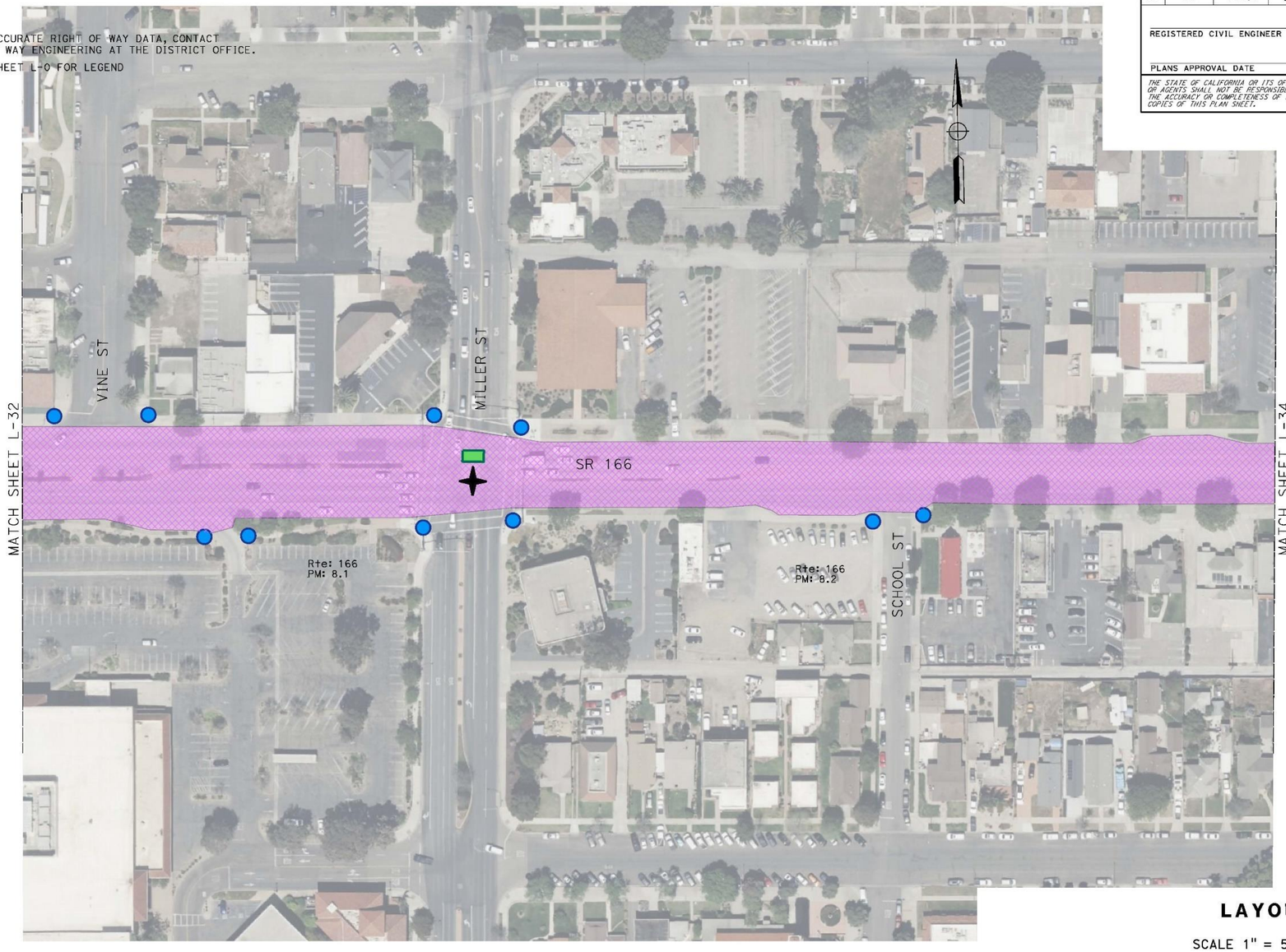
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-33**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY		
DESIGN	CHECKED BY	KYLE BIRCH	DATE REVISED		
FUNCTIONAL SUPERVISOR	KYLE BIRCH				

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ed033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:48

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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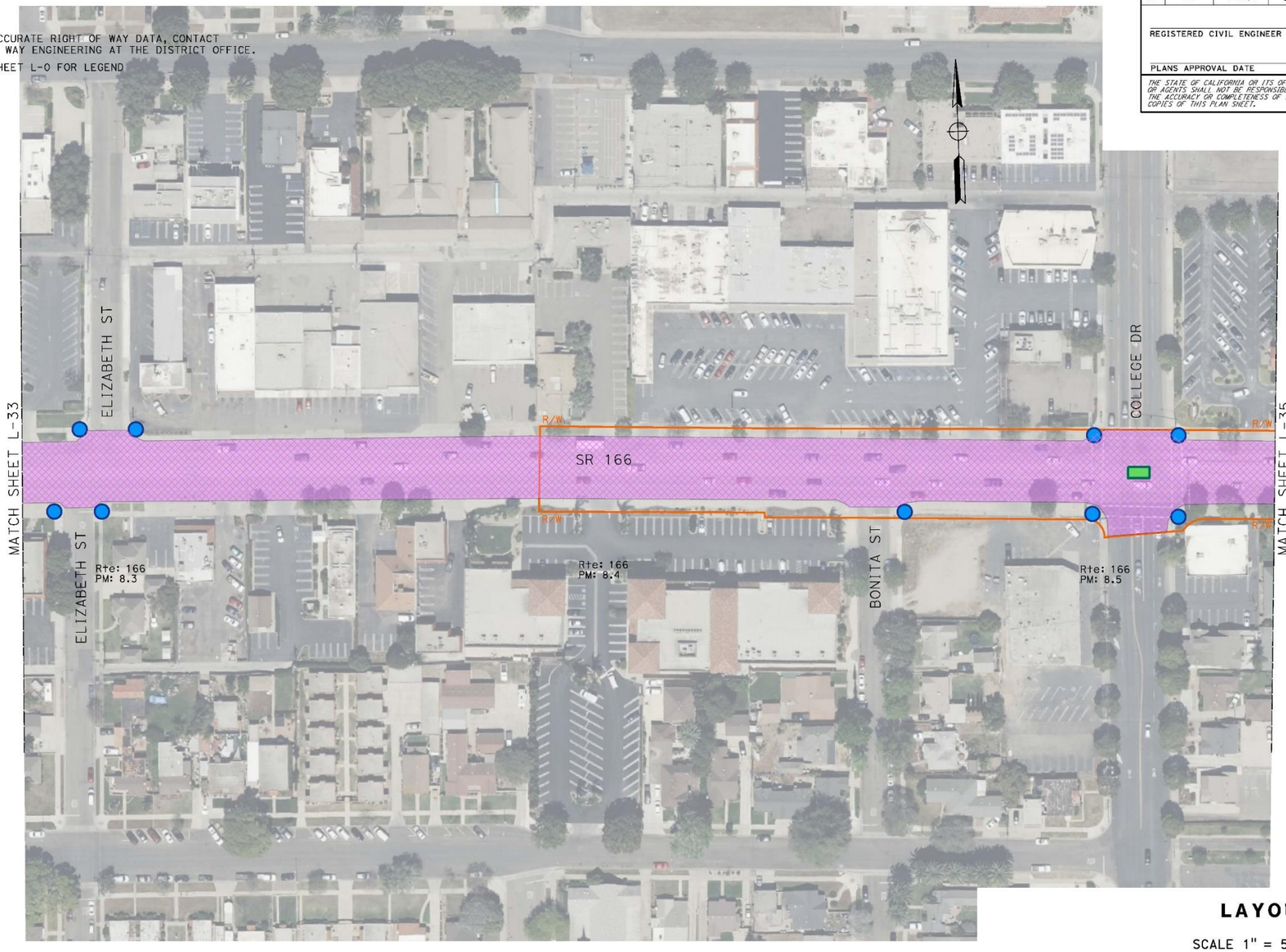
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-34**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: KYLE BIRCH
CALCULATED-DESIGNED BY: CALEB GRINAGER
CHECKED BY: KYLE BIRCH
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => a156252
DGN FILE => 0519000093ed034.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1465
PROJECT NUMBER & PHASE 0519000093
LAST REVISION 00-00-00
DATE PLOTTED => 29-FEB-2024
TIME PLOTTED => 08:49

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

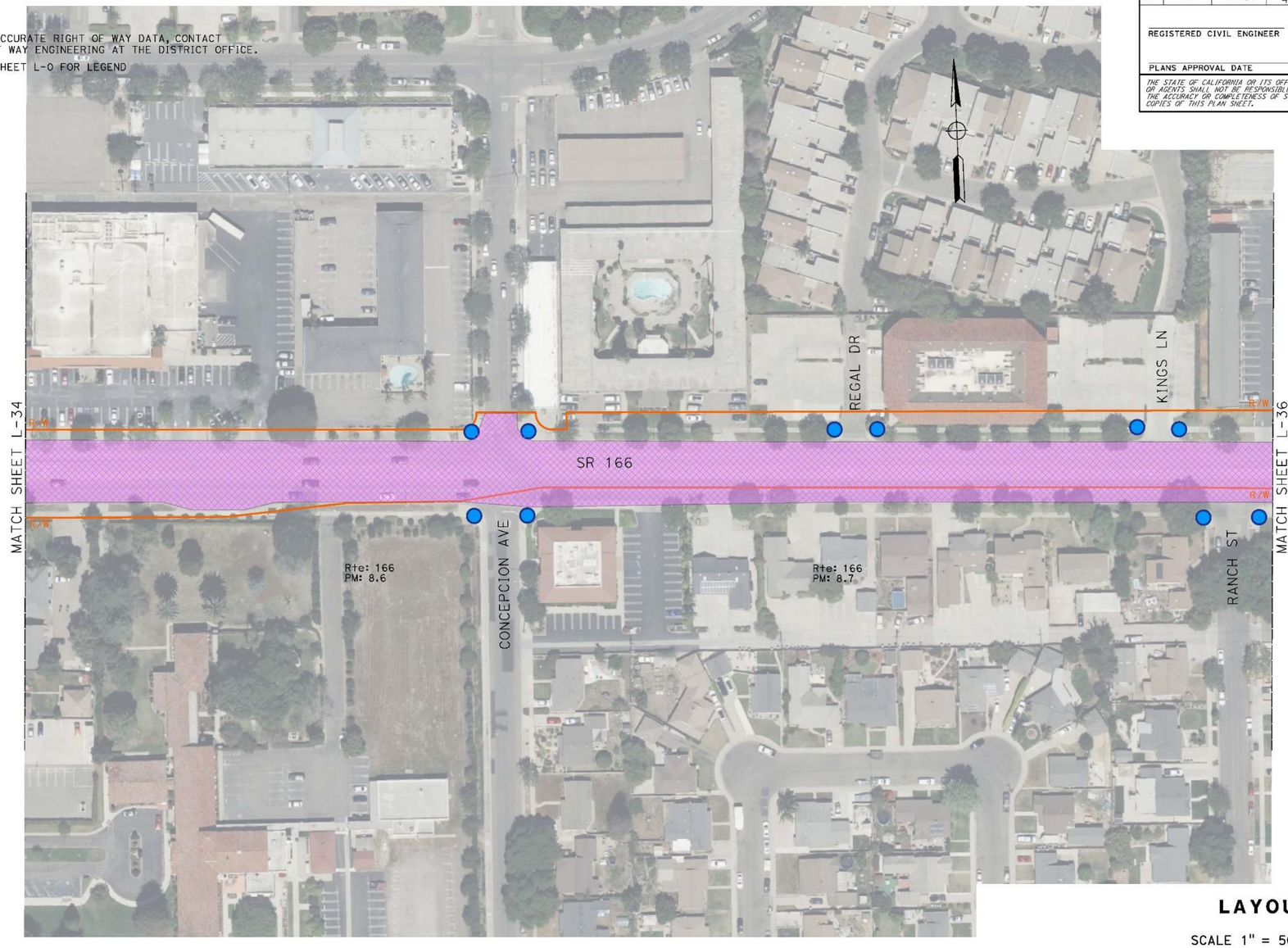
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-35**

CALCULATED-DESIGNED BY	CALEB GRINAGER	REVISED BY	
CHECKED BY	KYLE BIRCH	DATE REVISED	
FUNCTIONAL SUPERVISOR	KYLE BIRCH		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:52

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed035.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

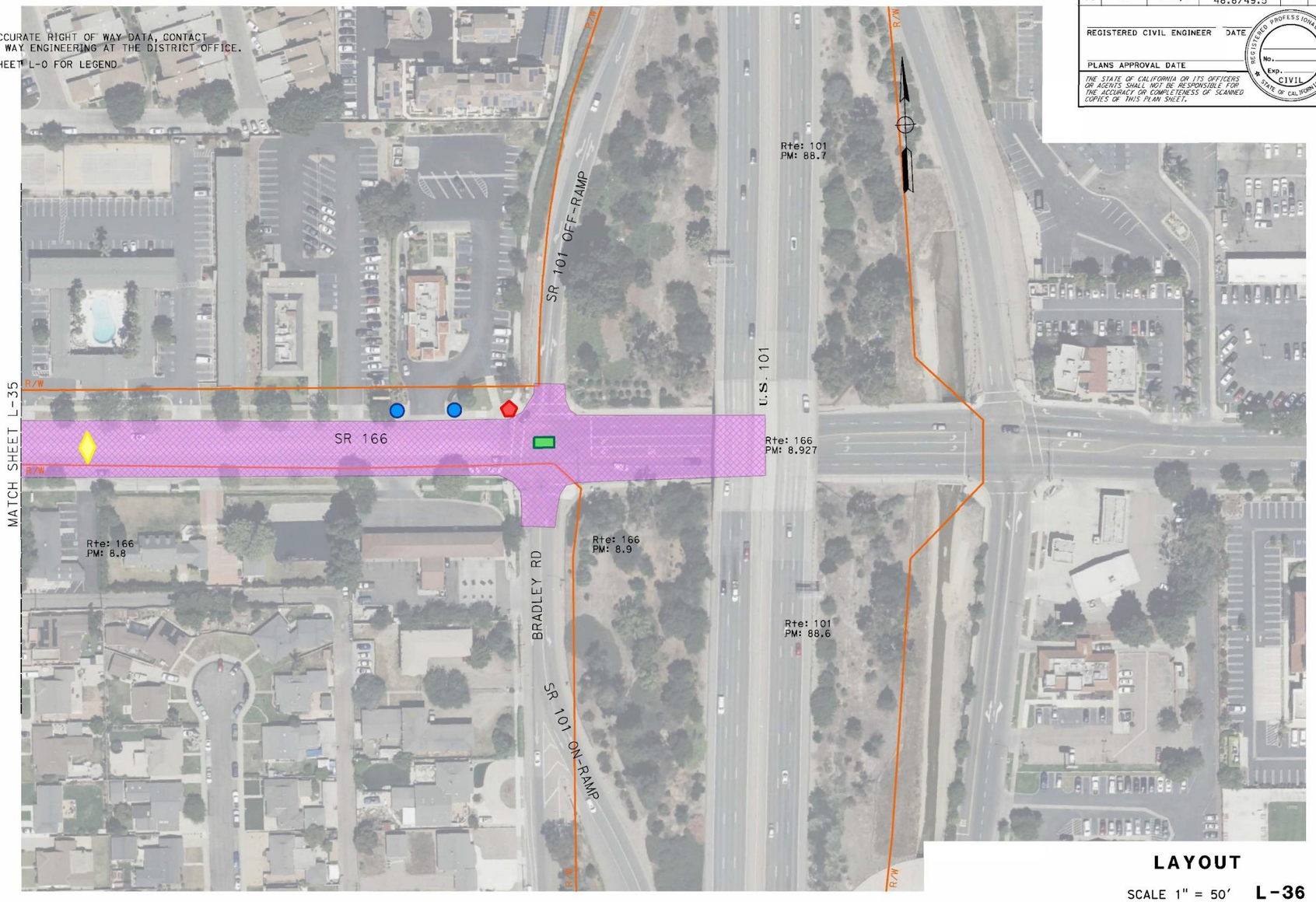
PLANS APPROVAL DATE

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. SEE SHEET L-0 FOR LEGEND



LAYOUT

SCALE 1" = 50' **L-36**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION Caltrans DESIGN	FUNCTIONAL SUPERVISOR KYLE BIRCH	CALCULATED-DESIGNED BY CALEB GRINAGER	REVISED BY	DATE REVISED	
		CHECKED BY KYLE BIRCH			

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093ea036.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 TIME PLOTTED => 08:55

Appendix D Biological Impact Areas

Figure 3-1

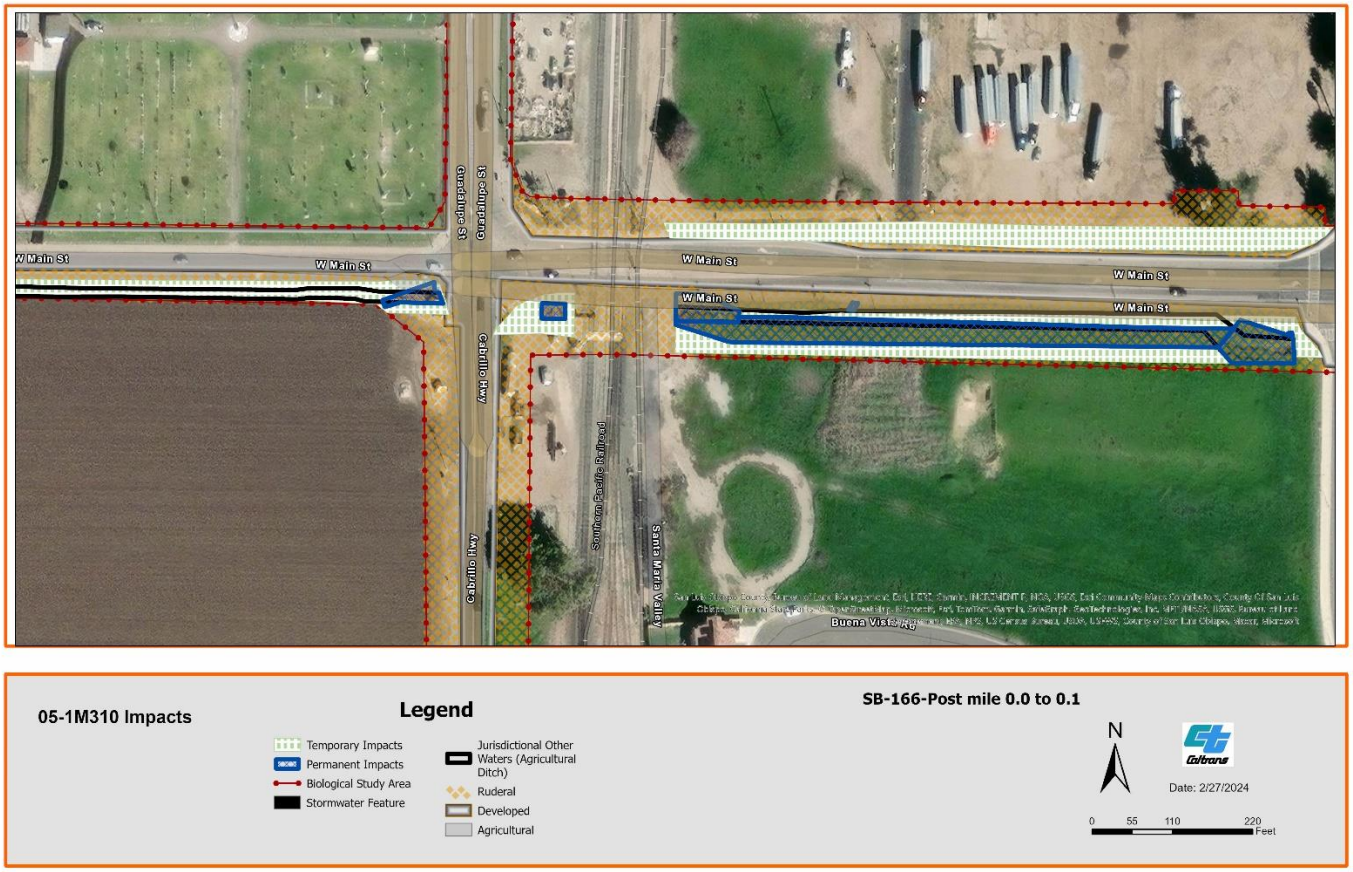
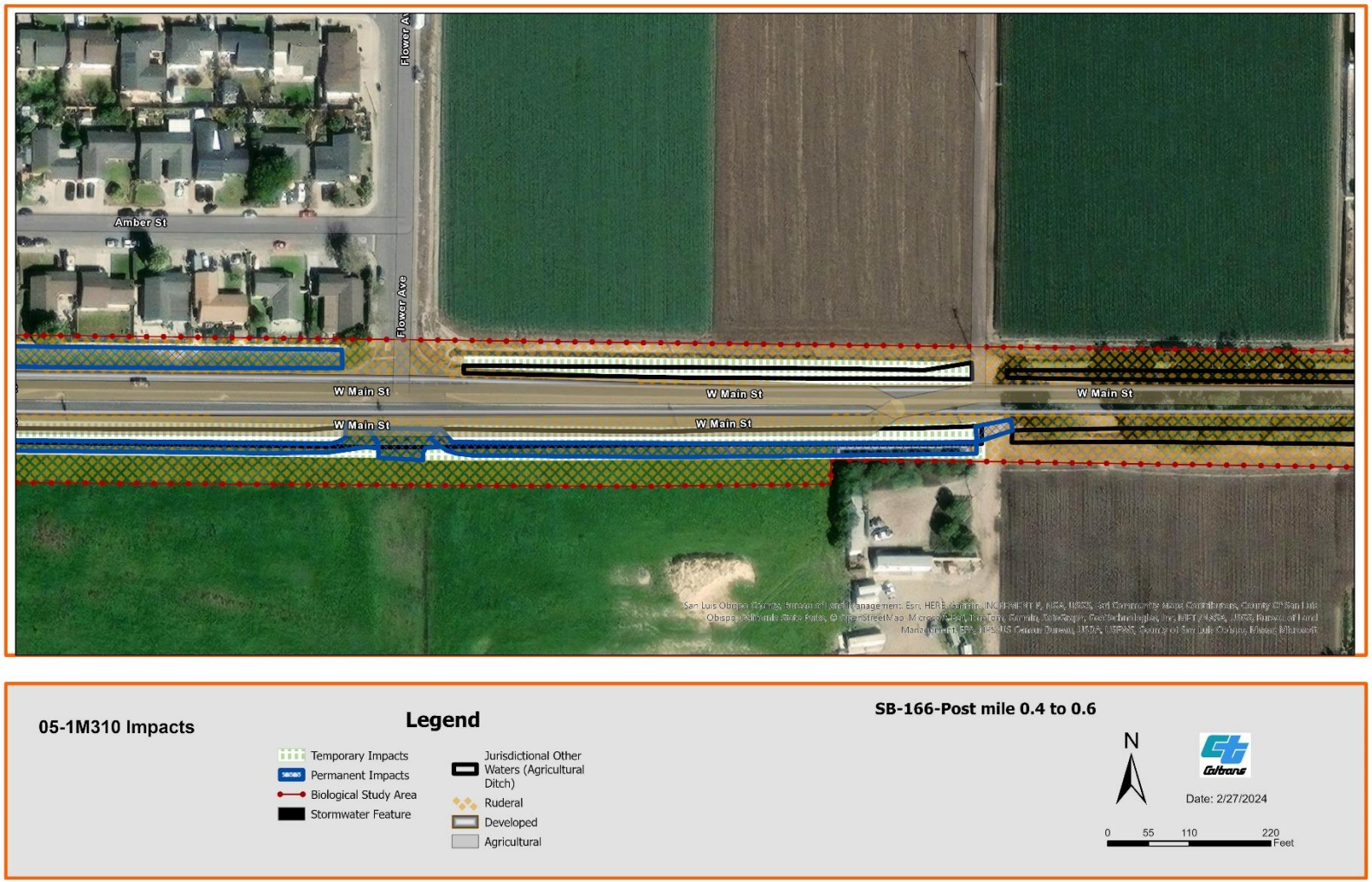


Figure 3-2


Amber St
Amber St
Flower Ave
W Main St
W Main St
W Main St
W Main St
W Main St
W Main St
W Main St
Obispo St
05-1M310 Impacts
Legend
Temporary Impacts
Permanent Impacts
Biological Study Area
Stormwater Feature
Jurisdictional Other Waters (Agricultural Ditch)
Ruderal
Developed
Agricultural
SB-166-Post mile 0.1 to 0.4
N
Caltrans
Date: 2/27/2024
0 55 110 220
Feet

Figure 3-3


Flower Ave
Amber St
Flower Ave
W Main St
W Main St
W Main St
W Main St
W Main St
05-1M310 Impacts
Legend
Temporary Impacts
Permanent Impacts
Biological Study Area
Stormwater Feature
Jurisdictional Other Waters (Agricultural Ditch)
Ruderal
Developed
Agricultural
SB-166-Post mile 0.4 to 0.6
N
Caltrans
Date: 2/27/2024
0 55 110 220
Feet

Appendix E Farmland 106 Form

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 7/24/23	4. Sheet 1 of 2
1. Name of Project 05-1m310 Guadeloupe to Santa Maria Rt 166	5. Federal Agency Involved FHWA Represented by Caltrans	
2. Type of Project Intersection improvement and CAPM	6. County and State Santa Barbara County	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 7/25/23	2. Person Completing Form P. Fahnestock
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated 119,925 | Average Farm Size 487
5. Major Crop(s) Strawberries, wine grapes, nursery product	6. Farmable Land in Government Jurisdiction Acres: 380,710 % 23.3	7. Amount of Farmland As Defined in FPPA Acres: 211,469 % 13
8. Name Of Land Evaluation System Used Storie	9. Name of Local Site Assessment System N/A	10. Date Land Evaluation Returned by NRCS 8/4/23

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment ____			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly	.626			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	139			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	0.626			
B. Total Acres Statewide And Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	6.7			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	90			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — **Maximum Points**				
1. Area in Nonurban Use (15)	9			
2. Perimeter in Nonurban Use (10)	6			
3. Percent Of Corridor Being Farmed (20)	14			
4. Protection Provided By State And Local Government (20)	20			
5. Size of Present Farm Unit Compared To Average (10)	0			
6. Creation Of Nonfarmable Farmland (25)	0			
7. Availablility Of Farm Support Services (5)	4			
8. On-Farm Investments (20)	10			
9. Effects Of Conversion On Farm Support Services (25)	0			
10. Compatibility With Existing Agricultural Use (10)	2			
TOTAL CORRIDOR ASSESSMENT POINTS (160)	65			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) (100)				
Total Corridor Assessment (From Part VI above or a local site assessment) (160)				
TOTAL POINTS *(Total of above 2 lines)* (260)				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

List of Technical Studies Bound Separately (Volume 2)

1. Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment, September 2023
2. Climate Change Report, November 2023
3. Historical Property Survey Report, August 2023
4. Archaeological Survey, July 2023
5. Hazardous Waste Initial Site Assessment, September 2023
6. Natural Environment Study and Jurisdictional Delineation, January 2024
7. Paleontological Identification Report, August 2023
8. Visual Impact Assessment, October 2023
9. Community Impacts Assessment – Farmland, September 2023

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Lucas Marsalek
District 5 Environmental Division
California Department of Transportation
50 Higuera Street, San Luis Obispo, California 93401

Or send your request via email to: lucas.marsalek@dot.ca.gov
Or call: (805) 458-5408

Please provide the following information in your request:

Project title: Guadalupe Active Partnership for Signalization and CAPM to Santa Maria (GAPS-CAPM)

General location information: Santa Barbara County

District number-county code-route-post mile: 05-SB-166-PM 0.0-8.92

Project ID Number: 0519000093