

Mariposa State Route 140 Pavement Preservation

From Whitlock Road to Yosemite National Park

10-MPA-140-25.3-51.8

10-0Y780/Project ID 10-1600-0025

State Clearinghouse Number: 2020060553

Initial Study with Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2020



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration, which examines the potential environmental impacts of alternatives being considered for the proposed project in Mariposa 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.

The Initial Study with Negative Declaration circulated to the public for 30 days between June 25, 2020 and July 24, 2020. No public comments or public agency comments were received during this time. Elsewhere through this document, any changes to the content of the document since the draft document circulation will be noted. Minor editorial changes and clarifications have not been so indicated. Electronic copies of this document will be available for download on the California Department of Transportation (Caltrans) District 10 website at <https://dot.ca.gov/caltrans-near-me/district10>. If you would like a printed or CD copy of the document or the related technical studies, please contact Jaycee Azevedo at (209) 941-1919 or by email at Jaycee.Azevedo@dot.ca.gov.


For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jaycee Azevedo, Central Region Environmental, 1976 East Martin Luther King Junior Boulevard, Stockton, California 95205; phone number (209) 941-1919 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Rehabilitate State Route 140 from post miles 25.3 to 51.8 in Mariposa County

**INITIAL STUDY
with Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation
Responsible Agency: California Transportation Commission



Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

10/14/2020

Date

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Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to extend the service life of State Route 140 from post miles 25.3 to 51.8 in Mariposa County and provide a smoother riding pavement surface by resurfacing the roadway with 0.25-foot of hot mix asphalt (Type A). The work would also replace non-standard guardrails and bridge approaches with concrete end blocks where appropriate. The project would improve drainage facilities within the existing right-of-way and install traffic monitoring devices such as traffic count stations, rumble strips and pavement delineation. Eleven culverts would be replaced at the following post miles: 38.07, 39.62, 44.39, 45.2, 45.67, 47.0, 47.19, 48.19, 49.2, 50.07 and 50.86. A new culvert would be installed at post mile 43.8. The project would improve non-standard dikes and rock slope protection.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons.

The project would have no effect on agriculture and forest resources, air quality, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

The project would have no significant effect on aesthetics, biological resources, cultural resources, greenhouse gas emissions, or hazards and hazardous materials.



Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

10/14/2020

Date

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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 proposes to resurface 26.5 miles of State Route 140 in Mariposa County and install traffic monitoring devices and improve drainage facilities in the project area. Figures 1-1 and 1-2 show the project vicinity and location maps.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to improve drainage and restore the pavement surface on State Route 140 in Mariposa County. Existing cross drainage culverts under the route convey surface water collected along the right-of-way and protect against roadway flooding.

1.2.2 Need

Caltrans has identified deteriorating pavement on State Route 140 and 11 culvert locations that have deteriorated and show signs of corrosion and potential for failure. Also, Caltrans has identified standing water overflowing onto a traffic lane at a turn near post mile 43.80. If unaddressed, the pavement and drainage conditions may negatively impact the traveling public and lead to flooding and further infrastructure damage.

1.3 Project Description

Caltrans proposes to extend the service life of State Route 140 from post miles 25.3 to 51.8 and provide a smoother riding pavement surface by resurfacing the roadway with 0.25-foot of hot mix asphalt (Type A). The project would also replace non-standard guardrails and bridge approaches with concrete end blocks where appropriate. The project would improve drainage facilities within the existing right-of-way and install traffic monitoring devices such as traffic count stations, rumble strips and pavement delineation. The project would also improve non-standard dikes and rock slope protection, and include culvert work at 12 locations at the post miles listed below:

- Culvert 1: 38.07
- Culvert 2: 39.62
- Culvert 3: 43.8
- Culvert 4: 44.39
- Culvert 5: 45.2
- Culvert 6: 45.67
- Culvert 7: 47.0
- Culvert 8: 47.19
- Culvert 9: 48.19
- Culvert 10: 49.2
- Culvert 11: 50.07
- Culvert 12: 50.86

Culvert 3 at post mile 43.8 would be a new installation. Existing culverts would be replaced at the other 11 locations.

Figure 1-1 Project Vicinity Map

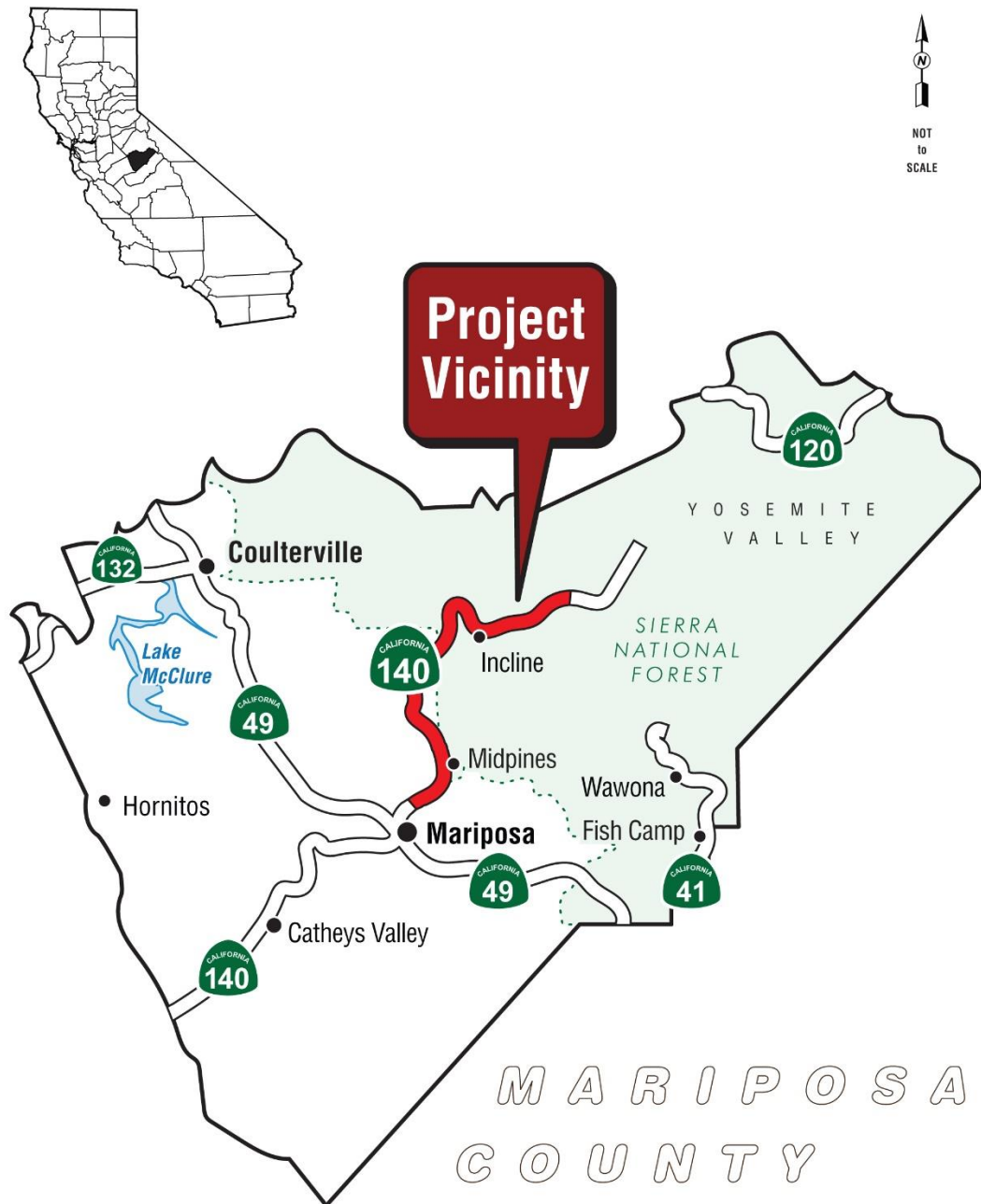
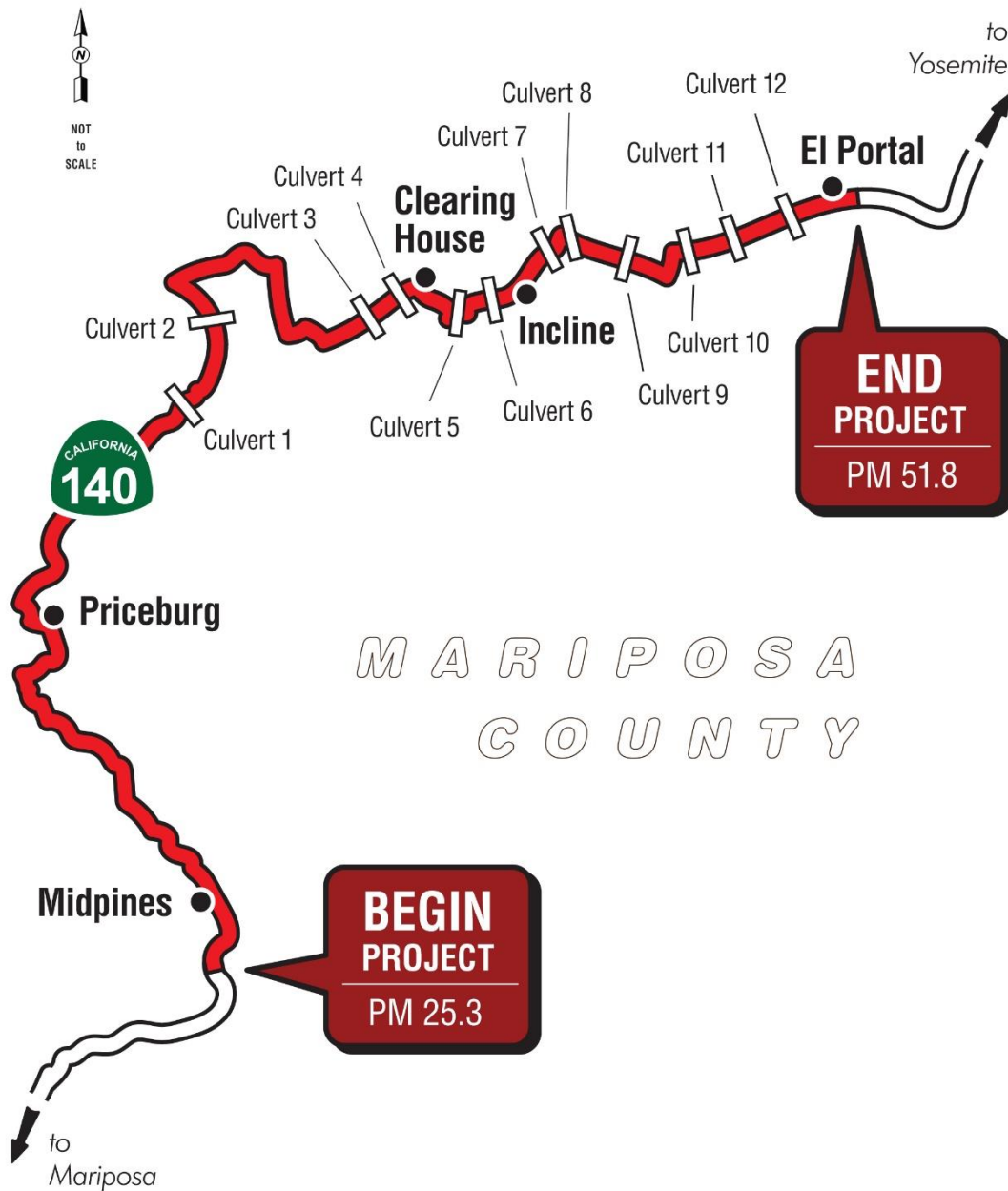


Figure 1-2 Project Location Map



1.4 Project Alternatives

Under consideration for the project are one build alternative and one no-build alternative.

1.4.1 Build Alternatives

The build alternative would resurface 26.5 miles of State Route 140 in the project area with 0.25-foot of hot mix asphalt to extend the roadway's service life. The project would also improve drainage throughout the project length. This roadway restoration would ensure longer use by the traveling public and would meet the project's purpose and need.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under "Standard Measures and Best Management Practices (BMPs) Included in All Alternatives."

1.4.2 No-Build (No-Action) Alternative

The no-build alternative leaves the existing deteriorated roadway and culverts in place. If these facilities are not rehabilitated, the roadway could be undermined by flooding or break down from routine public use, resulting in the need for more expensive repair work. The no-build alternative would not address the purpose and need of the project.

1.4.3 Identification of a Preferred Alternative

The existing roadway and drainage systems through the project length are deteriorated, and require rehabilitation in order to avoid structural failure from flooding or routine use. The preferred alternative must address these risks to the traveling public in order to meet the purpose and need of the project. Because the no-build alternative would not rehabilitate the roadway or cross-drainage culverts, it would not improve traveling conditions or minimize flood risk. By comparison, the build alternative would resurface the roadway with hot mix asphalt to provide for smoother traveling conditions, replace 11 damaged culverts, and install a new culvert at post mile 43.8 to redirect standing water and prevent flooding. As such, the build alternative is preferred.

1.5 Standard Measures and Best Management Practices (BMPs) Included in All Alternatives

The following standard measures and best management practices are included with the project:

- Caltrans Standard Specifications Section 10-5: Dust Control
- Caltrans Standard Specifications Section 13: Water Pollution Control
- Caltrans Standard Specifications Section 14-8.02: Noise Control

- Caltrans Standard Specifications Section 14-9.02: Air Pollution Control
- Caltrans Best Management Practices Section 2: Stormwater Management
- Caltrans Best Management Practices Section 3: Temporary Soil Stabilization
- Caltrans Best Management Practices Section 4: Temporary Sediment Controls
- Caltrans Best Management Practices Section 5: Wind Erosion Control
- Caltrans Best Management Practices Section 7, NS-2: Dewatering Operations, and NS-8: Vehicle and Equipment Cleaning
- Caltrans Best Management Practices Section 8: Waste Management and Materials Pollution Control

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—in other words, 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
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401: Water Quality Certification	Permits will be applied for in design phase.
Central Valley Regional Water Quality Control Board	Clean Water Act Section 402: Permit for Stormwater Discharge	Permits will be applied for in design phase.
U.S. Army Corps of Engineers	Clean Water Act Section 404: Permit for Placement of Fill in Waters of the United States	Permits will be applied for in design phase.
California Department of Fish and Wildlife	California Fish and Game Code Section 1602: Streambed Alteration Agreement	Permits will be applied for in design phase.

Agency	Permit/Approval	Status
U.S. Forest Service – Sierra National Forest	Wild and Scenic Rivers Act Section 7(a) Determination	The U.S. Forest Service stated on August 19, 2020 that no Section 7(a) Determination is necessary, as project activities occur above the high watermark.
State Historic Preservation Officer	Concurrence on Finding of No Adverse Effect	Concurrence was obtained on July 23, 2020.
National Parks Service – Yosemite National Park	Concurrence on Section 4(f) Determination of De Minimis Use	Concurrence was obtained on August 20, 2020.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant 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 (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed 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 included in the Scenic Resources Evaluation dated December 5, 2019, 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?	No 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 area is mostly mountainous with steep mountain slopes and oak and pine trees. Due to the steep slopes, the view from State Route 140 is limited mainly to the foreground distance of up to a quarter-mile and the middle-ground distance of a quarter-mile to 3 miles. The view includes the Merced River, the granite mountain face, large boulder outcrops, and native vegetation of mixed oak woodland and pine forest.

State Route 140 is designated as a scenic highway with highly rated visual quality, but there are several human-made elements visible from the highway, including the paved roadway, overhead utility lines, residential development, traveler lodging, and other businesses.

Environmental Consequences

Viewers would have low sensitivity to visual changes in the environment because the project consists almost entirely of replacing or rehabilitating existing human-made infrastructure. Stormwater best management practices would be used to avoid stormwater erosion or pollution impacts to the Merced River.

Avoidance, Minimization, and/or Mitigation Measures

To minimize any visual impacts, any proposed exposed culvert pipes and Midwest Guardrail System would be treated with an aged patina finish. The proposed concrete barrier transitions for bridges in the project length would also be given an architectural treatment to match the look of the existing bridges.

2.1.2 Agriculture and Forest Resources

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

Considering the information included in the California Agricultural Land Evaluation and Site Assessment Model from the California Department of Conservation and the Forest and Range Assessment Project from the California Department of Forestry and Fire Protection, 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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No 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

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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

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 included in the Air Study Update Memorandum dated April 2, 2020, 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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information included in the Natural Environment Study dated November 26, 2019 and Aquatic Resources Delineation dated September 12, 2019, 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 NOAA 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
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
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?	Less Than Significant 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 for the project supports two natural communities of concern: emergent wetland and interior live oak riparian communities. The wetland area in the project vicinity is near culvert 1 (post mile 38.07), and it qualifies as both waters of the U.S. and waters of the State. There is also riparian habitat under the jurisdiction of the California Department of Fish and Wildlife that will be impacted in the work areas of the 11 culvert replacements.

These natural communities also contain potential habitat for 9 special-status wildlife species, including limestone salamander, four species of migratory birds (northern goshawk, great gray owl, bald eagle, and California spotted owl), and four species of bats (pallid bat, spotted bat, western red bat, and

western mastiff bat). The nearby Merced River may also contain potential habitat for native fish species, including the hardhead, a California species of special concern.

Environmental Consequences

The project would include various construction activities that could cause impacts to biological resources in the area. These activities include vegetation removal, grading, excavation, compaction, culvert and fill placement, temporary dewatering, and temporary stockpiling of soil.

The project would have minimal temporary impacts to 0.00023 acre of wetlands near culvert 1, and may cause 0.146 acre of temporary disturbance and 0.096 acre of permanent impacts to riparian habitat. This permanent riparian loss would occur at culverts 1, 2, and 4 through 12. However, the limited area of the permanent impacts would not be significant for the purposes of CEQA. An Aquatic Resource Delineation report has been prepared, and a Preliminary Jurisdictional Determination from the U.S. Army Corps of Engineers was received on December 12, 2019 (received after the draft version of this environmental document was published).

Construction noise and vibration, as well as vegetation removal, may temporarily affect active nests or roosts for nearby birds and bats. The project is not expected to permanently remove or modify habitat for limestone salamander, though steep rocky slopes at culvert 1 (post mile 38.07) or culvert 4 (post mile 44.39) may be temporarily affected during excavation work for culvert replacement or installation. California Department of Fish and Wildlife biologists met Caltrans at the project site on June 4, 2019 to assess potential limestone salamander habitat and obtain guidance on applicable measures to avoid impacts. The project is not expected to have impacts on any federally listed species.

The Merced River, within a quarter-mile of the project limits, is designated as a federal Wild and Scenic River under the jurisdiction of the Sierra National Forest Service. However, the project would not have any permanent or temporary impacts to the Merced River and therefore would not change the course or free-flowing nature of the river. Though a Wild and Scenic Rivers Act Section 7(a) Determination was listed as necessary in the draft environmental document, Caltrans received notice from the U.S. National Forest Service on August 19, 2020 that a determination would not be needed due to project activities occurring above the high water mark.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans will obtain the following federal and state permits and approvals prior to any construction activities:

- Clean Water Act Section 401 and 402 approvals from the Central Valley Regional Water Quality Control Board

- A Clean Water Action Section 404 permit from the U.S. Army Corps of Engineers
- A California Fish and Game Code Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife

Implementation of standard specifications and best management practices would avoid or minimize many of the potential impacts from the project. These include measures to protect water quality by limiting erosion or construction runoff, minimize disturbance of woody vegetation, and avoid the spread of invasive plant species.

The following measures would also be implemented to avoid or minimize impacts to biological resources: environmental awareness training for construction personnel; fencing or flagging to protect sensitive resources; scheduling vegetation removal during the non-breeding season for migratory birds and raptors (between October 1 and January 31); conducting preconstruction surveys and construction monitoring for the limestone salamander, migratory birds and raptors, and roosting bats; implementing wildlife exclusion barriers between active construction areas and suitable limestone salamander habitat; and implementing protective buffers around active migratory bird nests or bat roosts seen during surveys.

Approximately 0.096 acre of riparian habitat may be permanently impacted by the project. Though the impact would not be significant, Caltrans would compensate for this loss of riparian habitat at a minimum ratio of 1 to 1, determined through coordination with appropriate agencies during the permitting process. Onsite restoration or offsite restoration next to the Merced River would be used to the maximum feasible extent. For any other compensation, Caltrans will purchase mitigation bank credits at a locally approved bank if one is available.

2.1.5 Cultural Resources

Considering the information included in the Historic Property Survey Report and the Archaeological Survey Report dated January 28, 2020 as well as the Finding of No Adverse Effect without Standard Conditions dated March 30, 2020, 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?	Less than Significant Impact

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

Affected Environment

Through record searches, pedestrian surveys, and consultation with agencies and Native American tribes, Caltrans has determined that the El Portal Archaeological District, 9 archaeological resources, and 8 built environment resources exist within the project's area of potential effects. The area of potential effects was established to be 4 feet from the edge of the paved way and 5 feet deep.

Of the 9 archaeological resources, 3 are eligible for the National Register of Historic Places as contributing elements to the El Portal Archaeological District. Of the 8 built environment resources, 2 are historic properties eligible for the National Register (Slate Gulch Bridge and Sweetwater Creek Bridge) and are contributing elements to State Route 140, a historic property for the purposes of this project only.

Environmental Consequences

The project would replace non-standard guardrails attached to end treatments of Slate Gulch Bridge and Sweetwater Creek Bridge. The project would also replace guardrails and one culvert within the archaeological site boundaries of resources owned by the National Park Service in Yosemite. However, the project design would involve only limited excavation within previously disturbed soil to replace existing features. Caltrans has also consulted with Yosemite National Park for site records and guidance on appropriate measures to avoid impacts to resources under the park's jurisdiction. In the draft environmental document, Caltrans anticipated a de minimis use of these historic resources for the purposes of Section 4(f). Concurrence on this de minimis finding was received from the State Historic Preservation Office on July 23, 2020 and from Yosemite National Park on August 20, 2020.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans obtained concurrence from the State Historic Preservation Officer on its Finding of No Adverse Effect without Standard Conditions on July 23, 2020. The project will include the delineation of environmentally sensitive areas that will be off-limits to construction equipment and personnel. This will also involve limitations on the depth of excavation into original ground. High visibility fencing or flagging may be used during construction to ensure no

intrusion into these sensitive areas, and archaeological and architectural monitoring would be required during construction activities. Therefore, no significant impacts to historic or archaeological resources are expected.

2.1.6 Energy

Considering the information included in the California Energy Action Plan adopted May 8, 2003, Mariposa County Energy Action Plan adopted October 27, 2015, and the 2017 Caltrans Best Management Practices Manual, 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

Considering the information included in the Geotechnical Design Report dated February 28, 2019 and Paleontology Memorandum dated February 24, 2020, the following significance determinations have been made.

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
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	No Impact

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: iii) Seismic-related ground failure, including liquefaction?	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 on- or off-site 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 waste water disposal systems where sewers are not available for the disposal of waste water?	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 included in the Air Study Update Memorandum dated April 2, 2020 and the Climate Change Study dated April 28, 2020, 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?	Less Than Significant Impact

Affected Environment

The project would not add capacity or increase travel demand because its main aim is to preserve and rehabilitate the existing roadway. The project is considered non-capacity increasing and would not lead to increased operational emissions.

Environmental Consequences

The project would lower the rolling resistance of the highway surface, improving fuel efficiency and reducing operational emissions. However, greenhouse gas emissions are anticipated from temporary construction activities during the 120-day work period. Using the CAL-CET greenhouse gas emissions model, Caltrans has estimated 1,238 tons of total construction-related carbon dioxide (CO₂) emissions over the course of the project period.

Avoidance, Minimization, and/or Mitigation Measures

Greenhouse gas impacts would be minimized through the implementation of numerous best management practices and standard specifications. These include measures to avoid idling construction equipment for more than 5 minutes when feasible, schedule truck trips outside of peak commute hours, reduce construction waste and maximize the use of recycled materials, and encourage improved equipment fuel efficiency.

The project would not conflict with any applicable greenhouse gas reduction plan, policy or regulation. In compliance with Caltrans policy and Executive Order B-30-15, the project would use the measures noted above to reduce greenhouse gas emissions from the project to meet statewide and agency goals.

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Initial Site Assessment dated February 12, 2020, 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?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No 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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No 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 will involve work on the existing State Route 140 and several bridges through the project length. This may involve potential contact with hazardous materials along or nearby the paved way, as well as exposure to any hazardous materials from work on existing bridges.

Environmental Consequences

There is potential to encounter non-hazardous concentrations of aerially deposited lead in unpaved areas near the roadway. There may also be lead-

based paint and asbestos in the bridge materials, treated wood waste, and potentially hazardous traffic striping and other pavement markings.

Avoidance, Minimization, and/or Mitigation Measures

To minimize potential impacts from hazardous materials, a lead compliance plan would be implemented and all soil would remain onsite. Caltrans Standard Special Provision 7-1.02K(6)(j)(iii) for earth material containing lead would be added to the construction contract. Also, a project-specific survey for asbestos-containing materials and lead-based paint would be conducted prior to any construction activities.

Caltrans Standard Special Provision 14-11.12 for pavement markings or striping and Standard Special Provision 14-11.14 for treated wood waste would also be added to the contract if any of these potentially hazardous materials would be removed or disposed of during construction.

2.1.10 Hydrology and Water Quality

Considering the information included in the Water Study Memorandum dated October 22, 2019 and the Location Hydraulic Study dated April 20, 2020, 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 or ground water quality?	No 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
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(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

2.1.11 Land Use and Planning

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020, and the Mariposa County General Plan adopted December 18, 2006, 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

Considering the information included in the Mariposa County General Plan adopted December 18, 2006 and the Geotechnical Design Report dated February 28, 2019, 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 included in the Noise Study Memorandum dated October 22, 2019, 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?	No 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020, 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

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020, 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

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020, 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

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020, the following significance determinations have been made.

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?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information included in the Archaeological Survey Report dated January 28, 2020, 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

Considering the information included in the Community Impact Assessment Memorandum dated March 30, 2020 and communications with the Caltrans project engineer, the following significance determinations have been made.

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 storm water 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

Considering the information included in the 2007 Fire Hazard Severity Zones Map from the California Department of Forestry and Fire Protection, the following significance determinations have been made.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact

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

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 with Mitigation
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Affected Environment

The project would affect environmental resources within the vicinity of State Route 140 between post miles 25.3 and 51.8. However, the scope of work is limited, consisting primarily of rehabilitating existing roadway, culverts, and guardrails. Pavement resurfacing and roadway rehabilitation would occur within the shoulders of the paved roadway. Other work would be performed in a limited footprint around existing facilities.

Environmental Consequences

The project may degrade the environment or impact wildlife habitat, though it is not anticipated to impact human beings. Rehabilitation of the roadway and bridges within the project length would involve the handling and disposal of hazardous materials. Replacement of guardrails and installation of concrete end blocks for the bridges may impact the aesthetics of the project area.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of compensatory mitigation for the 0.096 acre of riparian habitat loss, the project would have an insignificant effect on the environment. All other impacts would be temporary, and the severity of potential impacts would be minimized through the implementation of Caltrans best management practices, standard specifications, and standard special provisions.

Therefore, the project would not have a significant or cumulatively considerable impact on human beings or the environment.

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Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a cursive 'O' and 'M'.

Toks Omishakin
Director

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

Appendix B Section 4(f)

This Section 4(f) Appendix has been added to the final environmental document to include Caltrans' Section 4(f) determinations and agency correspondence since the draft environmental document was published.

This section of the document discusses de minimis impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Caltrans identified the El Portal Archaeological District and three of its contributors within the Area of Potential Effects of the proposed project. The El Portal Archaeological District and its contributors were listed on the National Register of Historic Places in 1978. Two bridges eligible for the National Register of Historic Places, Slate Gulch Bridge and Sweetwater Creek Bridge, were also identified in the project Area of Potential Effects.

Existing metal beam guardrail and associated end treatments would be upgraded or replaced to meet the current standards. Replacing the non-standard guardrails at the end posts of the bridge spans will involve careful drilling of new holes and matching filling of the old ones. The character defining features of the two historically eligible bridges will remain intact and visible.

The project will also involve culvert replacements throughout the project length. This includes replacement of guardrails and one culvert within the archaeological site boundaries of resources owned by the National Park Service in Yosemite. However, the project design would involve only limited excavation within previously disturbed soil to replace existing features. Furthermore, horizontal and vertical environmentally sensitive area boundaries have been established at four feet from the edge of pavement and

six feet of depth. Archaeological monitoring will be implemented to ensure no work is performed within the boundaries of the environmentally sensitive areas.

Caltrans has determined that a Finding of No Adverse Effect without Standard Conditions is appropriate for the project as a whole. With the implementation of the environmentally sensitive area limits and use of archaeological monitors during construction, the proposed project work along SR 140 will not adversely affect the character defining features of SR 140 or the El Portal Archaeological District.

Caltrans, as assigned by the Federal Highway Administration, has also made a de minimis finding for Section 4(f) use of historic properties. The Caltrans Cultural Studies Office notified the State Historic Preservation Officer of the de minimis finding in a letter dated June 1, 2020. The letter stated that if no response is received within 30 days, the non-response for the purposes of a “no adverse effect” or a “no historic properties affected” determination will be treated as the written concurrence for the de minimis determination.

The State Historic Preservation Officer did not respond within 30 days of receipt, allowing Caltrans to continue with its de minimis finding. The Officer did follow up with a letter of concurrence to the Cultural Studies Office on July 23, 2020, but did not explicitly mention the Section 4(f) finding. As such, Caltrans moved forward with implied concurrence on the de minimis determination.

The National Parks Service in Yosemite was also contacted regarding the de minimis finding for use of archaeological resources. Concurrence was received over email from the National Parks Service on August 20, 2020.

The following three pages include the full text of the notice of de minimis finding, sent by the Caltrans Cultural Studies Office to the State Historic Preservation Officer on June 1, 2020.

DEPARTMENT OF TRANSPORTATION
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June 1, 2020
Ms. Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Finding of No Adverse Effect for the MPA 140 Pavement
Preservation Project, Mariposa County, California

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the MPA 140 Pavement Preservation Project on State Route (SR) 140 in Mariposa County, California. This consultation is undertaken in accordance with the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (Section 106 PA). Caltrans is concurrently complying with Public Resources Code (PRC) 5024 pursuant to Stipulation III of the First Addended Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 Effective January 1 2020 (the PRC 5024 MOU).

Caltrans is proposing a Pavement Preservation project to resurface existing pavement along SR 140 between PM 25.3/51.8 in Mariposa County. The existing highway consists of asphalt concrete (AC) traveled lanes and shoulders. This project would overlay Route 140 with 0.25' of HMA. Heavily distressed pavement locations in the traveled way lanes would be dug out repaired and resurfaced prior to the HMA overlay. Centerline rumble strips, shoulder backing material to avoid pavement drop-offs, and pavement delineation would be added along the entire length of the project. Shoulder edge rumble strips would be added from PM 25.3 to 34.0. Existing metal beam guardrail (MBGR) and associated end treatments would be upgraded/replaced to meet the current standards. Where appropriate, the

bridge approaches would be upgraded/replaced with concrete end blocks. For a complete project description, refer to Section 2 of the enclosed Archaeological Survey Report (ASR).

Caltrans, as part of its current identification efforts, is assuming eligibility for SR 140 for purposes of the project due to its large size and minimal project impacts, as per the Section 106 PA Stipulation VIII.C.4. Two eligible bridges were identified within the Area of Potential Effects (APE) and although these bridges are individually eligible, they were also included as contributing elements to SR 140. Caltrans also identified the El Portal Archaeological District and three of its contributors within APE. The El Portal Archaeological District and its contributors were listed on the National Register of Historic Places in 1978. The enclosed Historic Properties Survey Report (HPSR), ASR, Finding of No Adverse Effect (FOE) document, and Environmentally Sensitive Area (ESA) Action and Monitoring Plan summarize Caltrans' identification efforts and the application of the Criteria of Adverse Effect for SR 140 and its contributors and the El Portal Archaeological District and its contributors within the APE.

Pursuant to Stipulation X.A of the Section 106 PA and 36 CFR §800.5(a), Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR §800.5(a)(1) and has determined that a finding of No Adverse Effect without Standard Conditions is appropriate for the Undertaking as a whole, per Stipulation X.B.2 of the Section 106 PA. With the implementation of the enclosed ESA Action and Monitoring Plan, the proposed project work along SR 140 will not adversely affect the character defining features of SR 140 or the El Portal Archaeological District.

Caltrans, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property based on your concurrence on the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a de minimis impact finding for the purposes of Section 4(f) as described in our August 11, 2006 letter agreement.

We look forward to receiving your response within 30 days of your receipt of this submittal in accordance with Stipulation X.B.2.b of the Section 106 PA. Thank you for your assistance with this Undertaking. If you need any additional information, please contact me at kimberly.wooten@dot.ca.gov or (209) 418-9336 or John Thomas at (559) 445-6461 or via email at john.q.thomas@dot.ca.gov.

Sincerely,

Kimberly Wooten
Acting Section 106 Coordinator
Caltrans Cultural Studies Office

Enclosure:

- 1) Historic Property Survey Report
- 2) Archaeological Survey Report
- 3) Finding of No Adverse Effect without Standard Conditions
- 4) Environmentally Sensitive Area Action and Monitoring Plan

CC: J. Thomas, B. Broyles, J. Brady, J. Bartel

List of Technical Studies Bound Separately (Volume 2)

Air Study Update Memorandum
Greenhouse Gas Emissions Estimation Report
Climate Change Study
Noise Study Memorandum
Water Study Memorandum
Location Hydraulic Study
Natural Environment Study
Aquatic Resources Delineation
Historic Property Survey Report
• Archaeological Survey Report
Initial Site Assessment Memorandum
Scenic Resource Evaluation
Community Impact Assessment Memorandum
Geotechnical Design Report
Paleontology Memorandum

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

Jaycee Azevedo
Central Region Environmental, California Department of Transportation
1976 East Martin Luther King Junior Boulevard, Stockton, CA 95209

Or send your request via email to: Jaycee.Azevedo@dot.ca.gov Or call: (209) 941-1919.

Please provide the following information (from the cover page of this report) in your request:

Project title
General location information
District number-county code-route-post mile
Project ID number