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. Route 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

State Clearinghouse Number 2024041206

Initial Study with Mitigated Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

July 2024

General Information About This Document

Document prepared by: Laura Riccardelli, Environmental Scientist

The Initial Study with Mitigated Negative Declaration circulated to the public for 32 days between April 29, 2024, and May 31, 2024. Comments received during this period are included in Appendix F. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

- In the draft initial study for this project, the deadline for comments and the date of the public meeting were incorrectly stated. Given that the project webpage, social media posts, and Notice of Intent, which were distributed via letter, email, and newspaper announcement, all had the correct dates, Caltrans feels that the information was clear enough to be within the CEQA guidelines for public engagement.

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

Scott Smith

Scott Smith
D5 Environmental Program Manager, Environmental Analysis
California Department of Transportation
CEQA Lead Agency

7/11/2024
Date

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2024041206

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

An Initial Study has been prepared by Caltrans District 5. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

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.

Scott Smith

Scott Smith
D5 Environmental Program Manager, Environmental Analysis
California Department of Transportation

7/11/2024

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 a 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 State Route 1 and State Route 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 their 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 post mile 49.5.

Construction Period

[The following sentence has been updated since the draft environmental document was circulated.] Construction is expected to last from approximately December 2026 to May 2029.

Figure 1-1 Project Vicinity Map

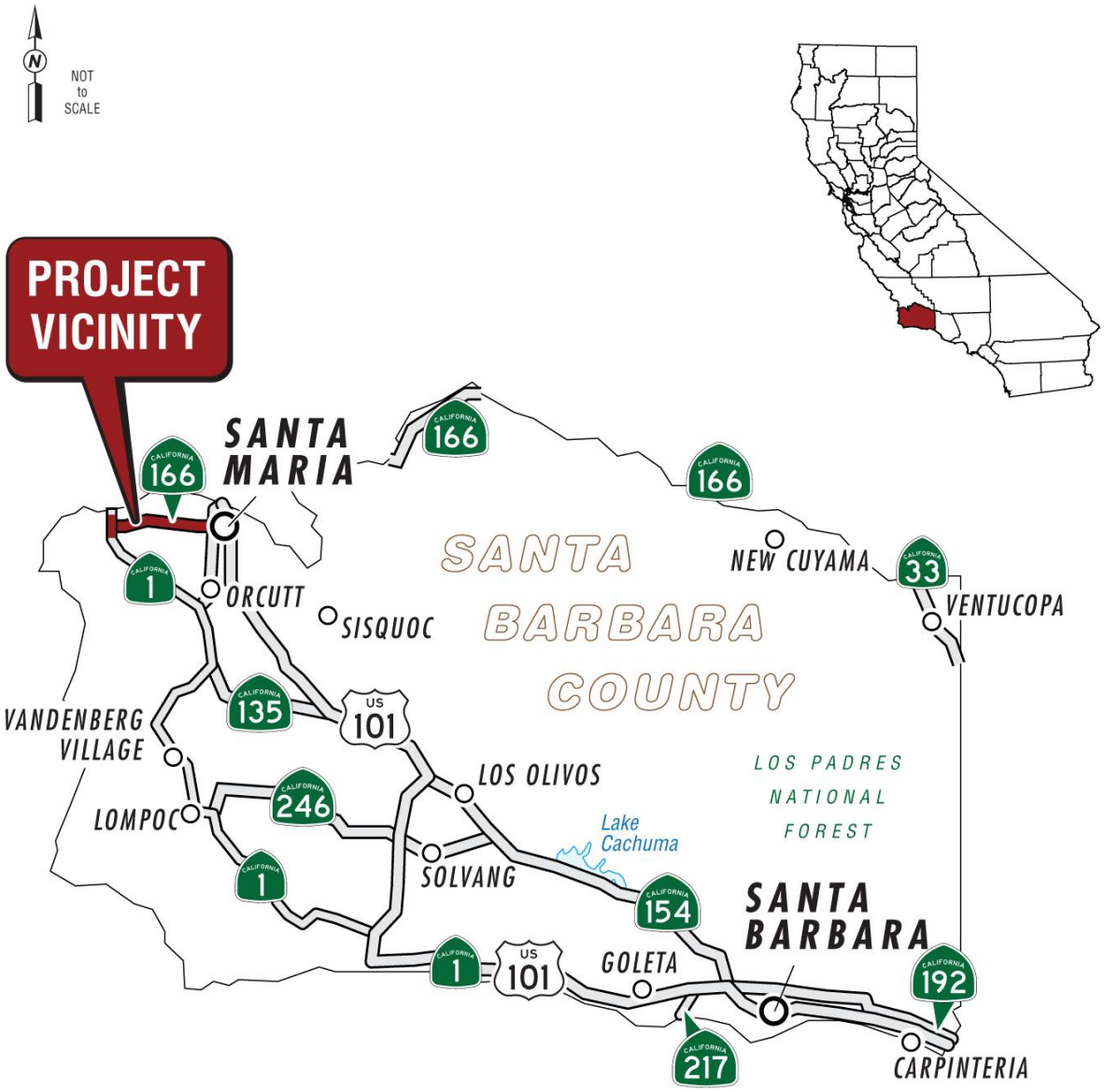


Figure 1-2 Project Location Map

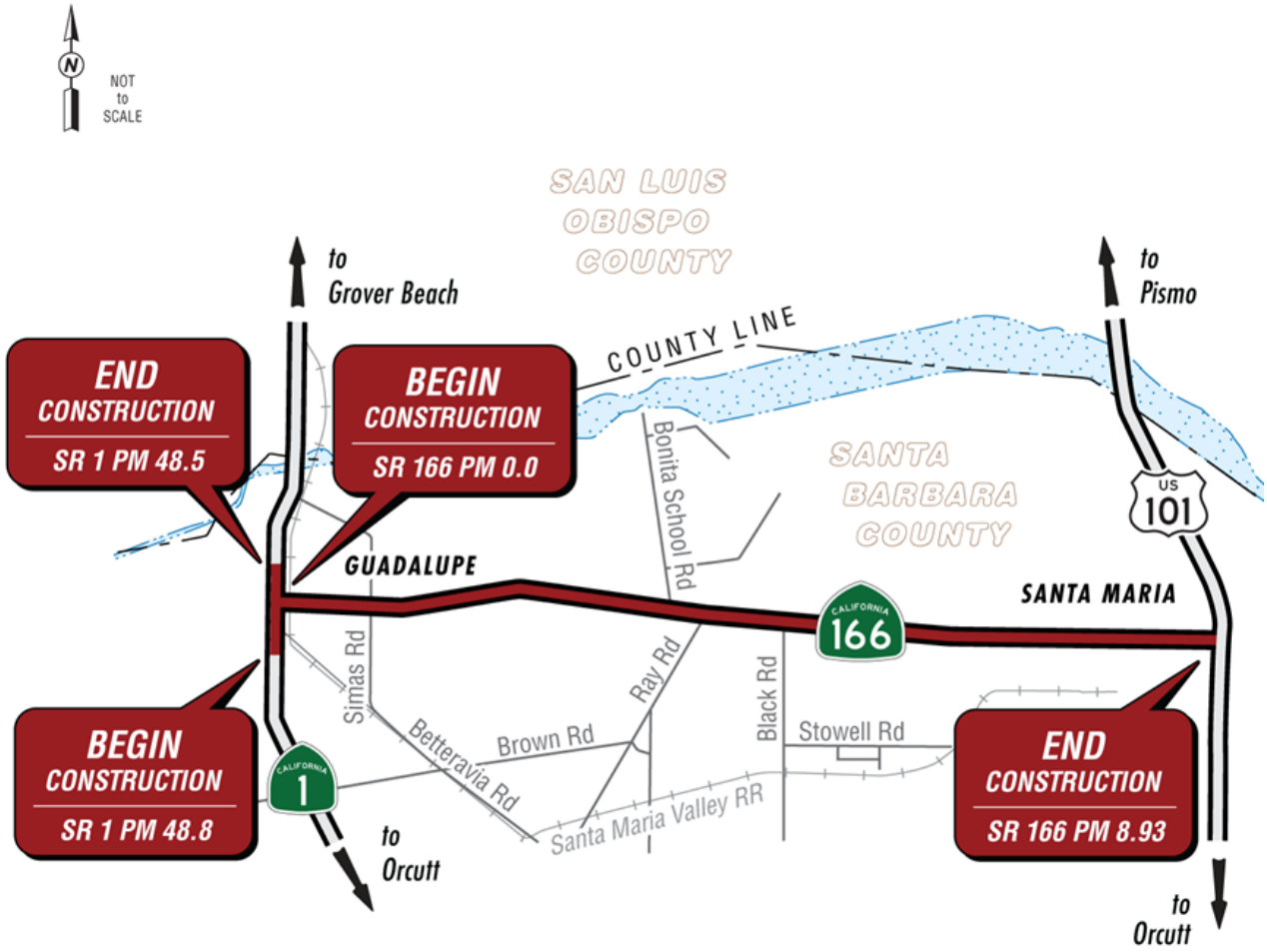
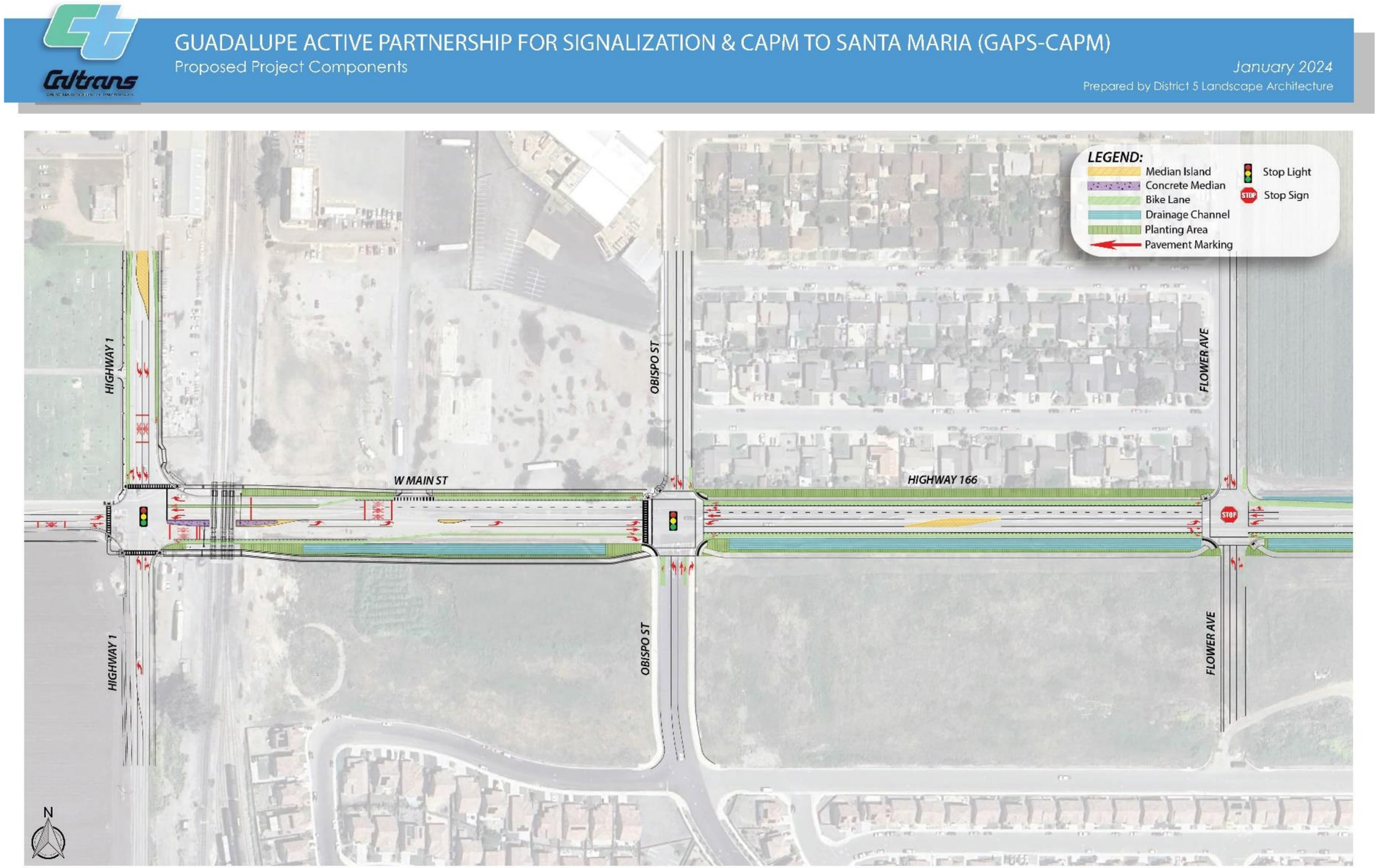


Figure 1-3 Project Intersection Detail



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	[This has been updated since the draft environmental document was circulated.] Programmatic Biological Opinion for the California red-legged frog and Biological Opinion for the southwestern pond turtle	[This has been updated since the draft environmental document was circulated.] To be obtained during the project's design phase.
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

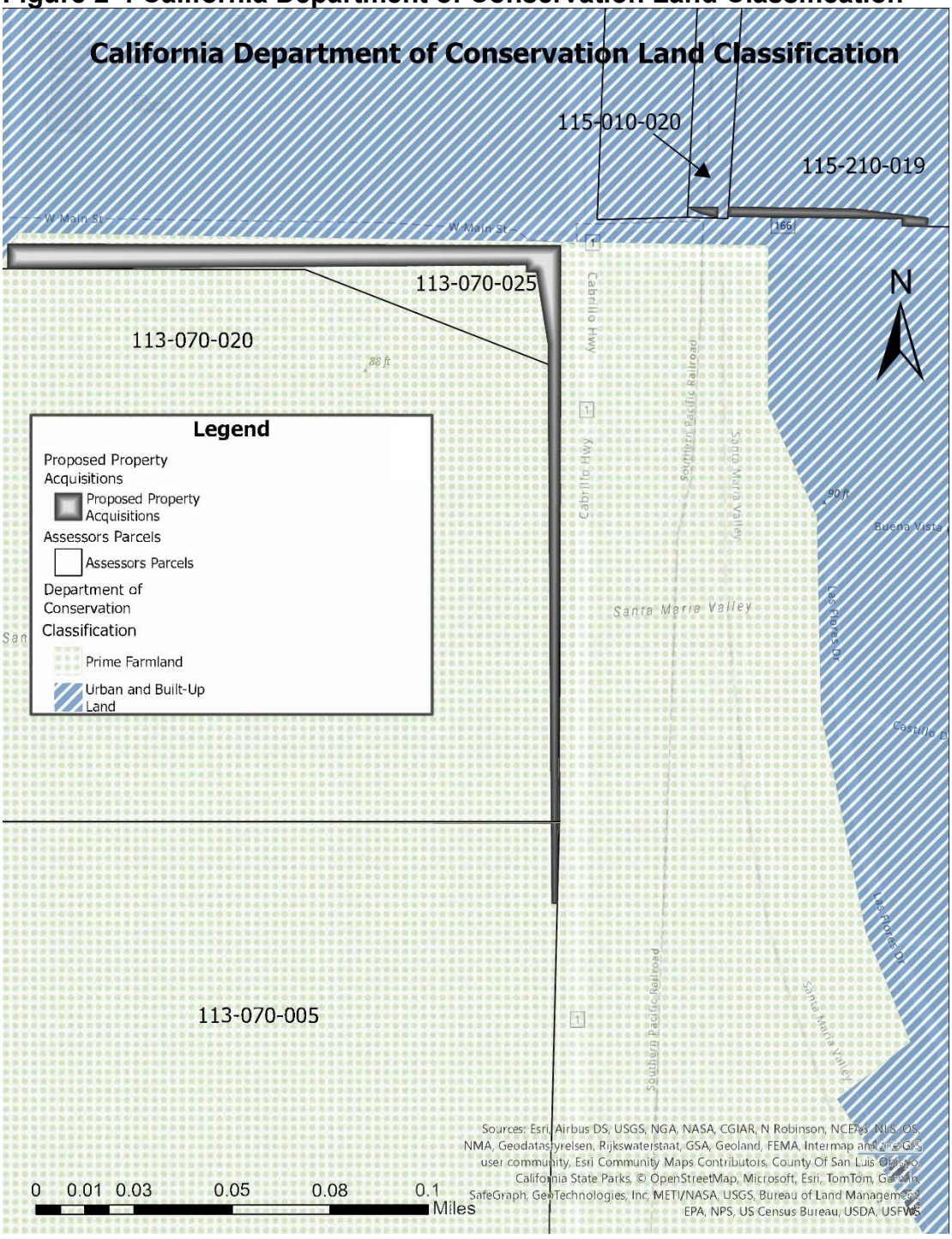
California Farmland Classification - Department of Conservation

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 features a map that shows the assessor parcels being partially acquired by Caltrans and their 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 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 and 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.

[This section has been updated since the draft environmental document was circulated.] Potential jurisdictional waters and riparian habitat were delineated in the project's Jurisdictional Delineation Report. The report found about 64,469 square feet (1.48 acres) of potential waters of the U.S. 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 U.S. Army Corps of Engineers, a Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a California 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 and July 2024. 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 and July 2024.

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

[This section has been updated since the draft environmental document was circulated.] Potential jurisdictional waters, including intermittent and ephemeral ditches, were delineated as part of the Jurisdictional Delineation Report. About 64,469 square feet (1.48 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's 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 on 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 U.S. or other aquatic resource acreage, function, and value. Several types of compensatory mitigation are available to offset impacts on the waters of the U.S. 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 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 U.S. 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 U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-3: A U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

BIO-14: A U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. Fish and Wildlife Service.

Nesting Birds

BIO-19: [This measure has been updated since the draft environmental document was circulated.] Before construction, vegetation removal shall be scheduled to occur from October 1 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts on nesting birds. If tree removal, vegetation trimming, vegetation removal, or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), 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 U.S. 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 and 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: [This measure has been updated since the draft environmental document was circulated.] During construction, erosion control measures shall be implemented. Fiber rolls and barriers shall be installed as needed between the project site and jurisdictionally constructed ditches. 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**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
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 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 Table 3 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 A-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, no impact will be made to 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 State Route166 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**
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**

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?	**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 A-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

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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

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September 2023

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

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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 U.S. 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 U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work.

BIO-3: A U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

BIO-14: A U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. 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 U.S. Fish and Wildlife Service.

Nesting Birds

BIO-19: [This measure has been updated since the draft environmental document was circulated.] Before construction, vegetation removal shall be scheduled to occur from October 1 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts on nesting birds. If tree removal, vegetation trimming, vegetation removal, or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 30), 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 U.S. 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 and 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: [This measure has been updated since the draft environmental document was circulated.] During construction, erosion control measures shall be implemented. Fiber rolls and barriers shall be installed as needed between the project site and jurisdictionally constructed ditches. 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 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 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

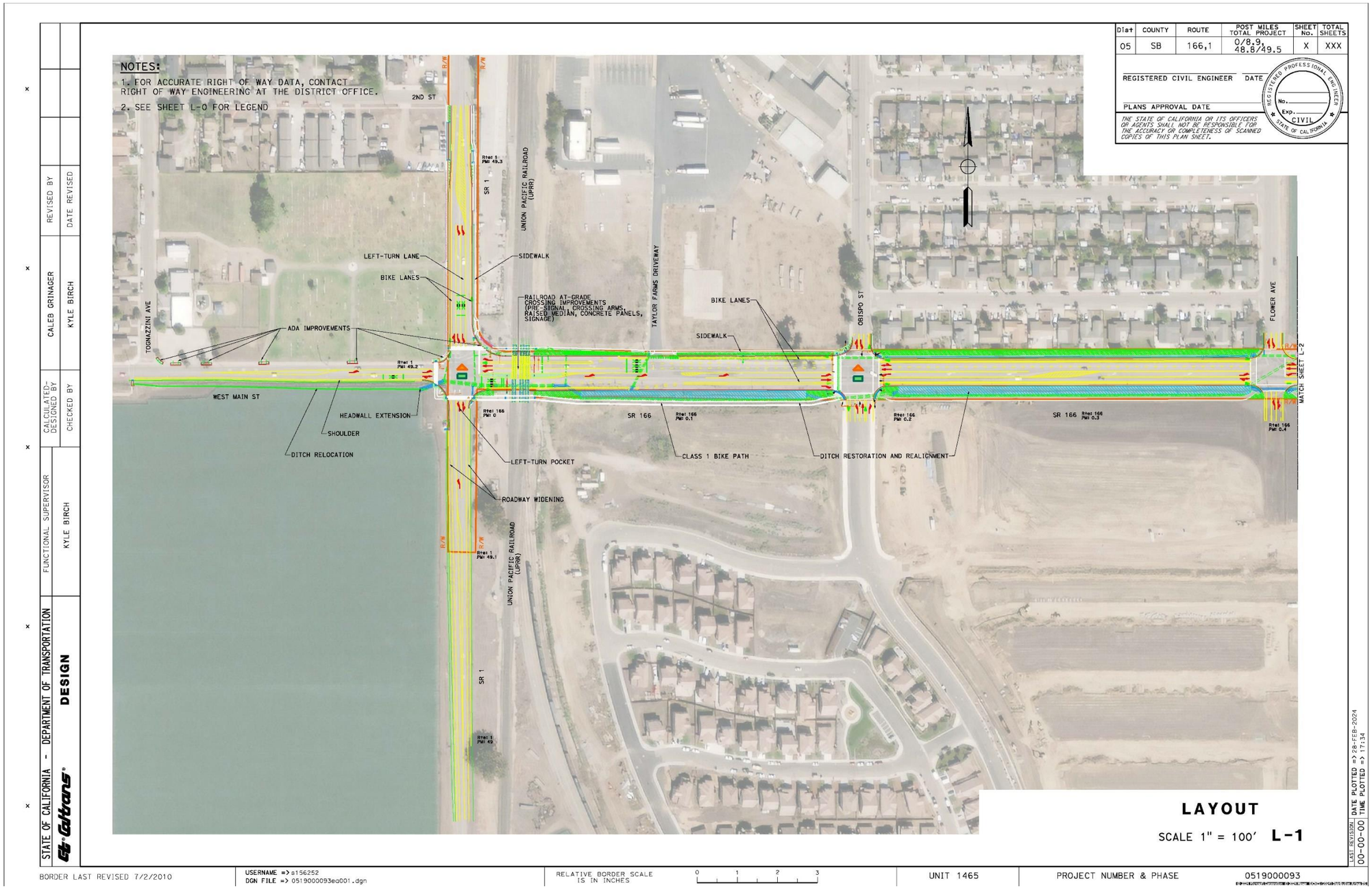
LEGEND

L-0

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 => 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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LAYOUT

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
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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 => 17:34

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 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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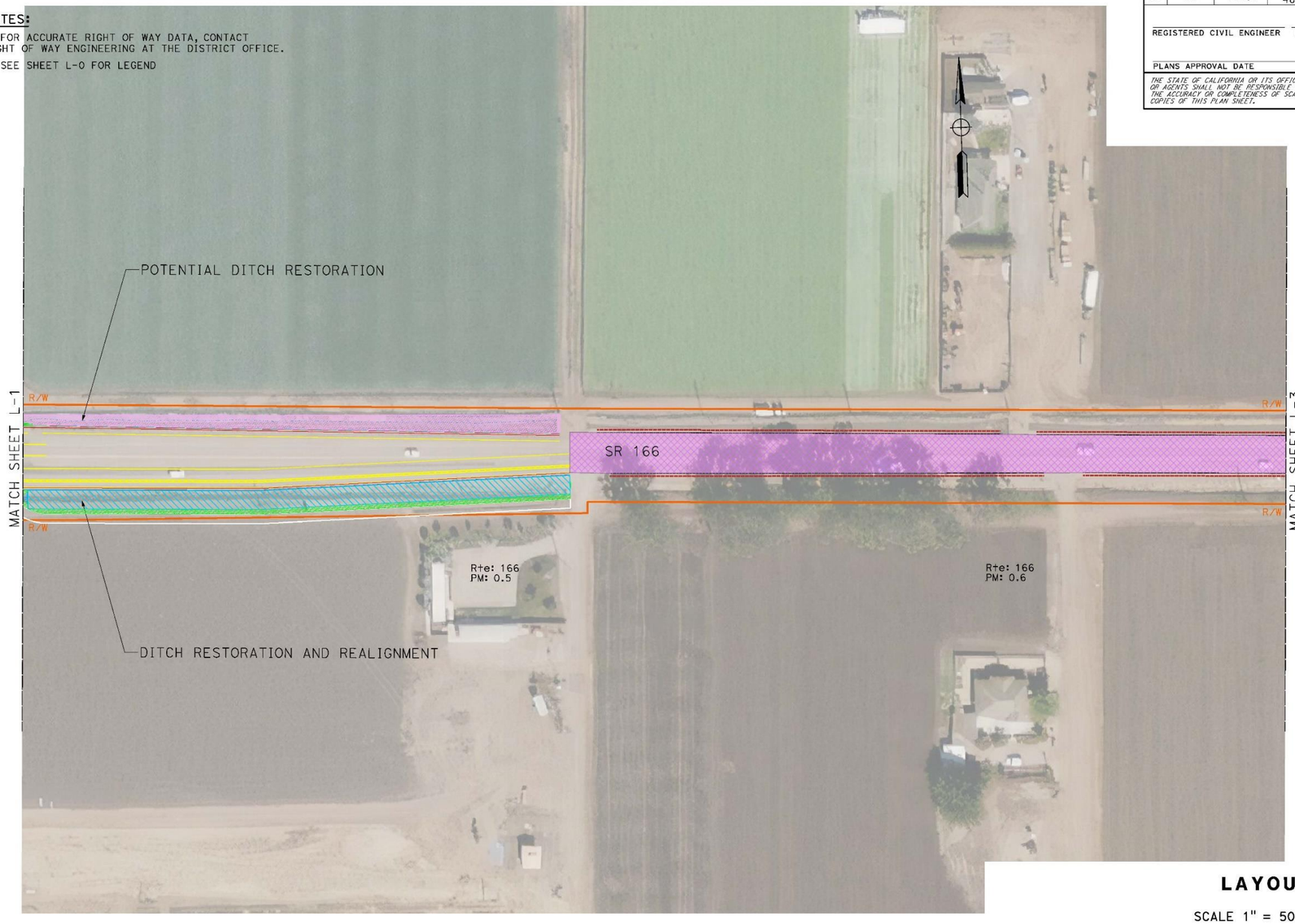
NOTES:

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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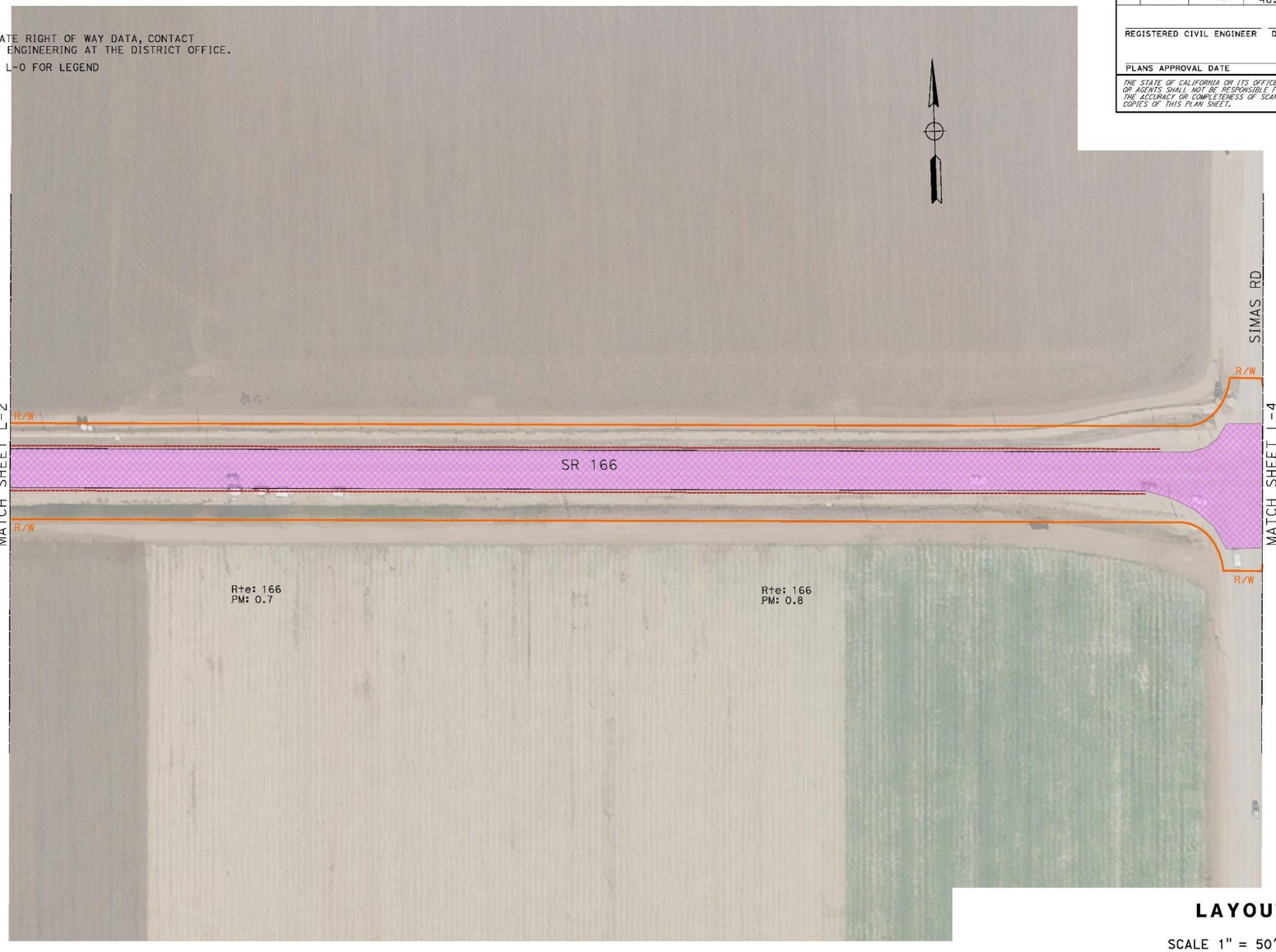
NOTES:

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-3**

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 => 07:53

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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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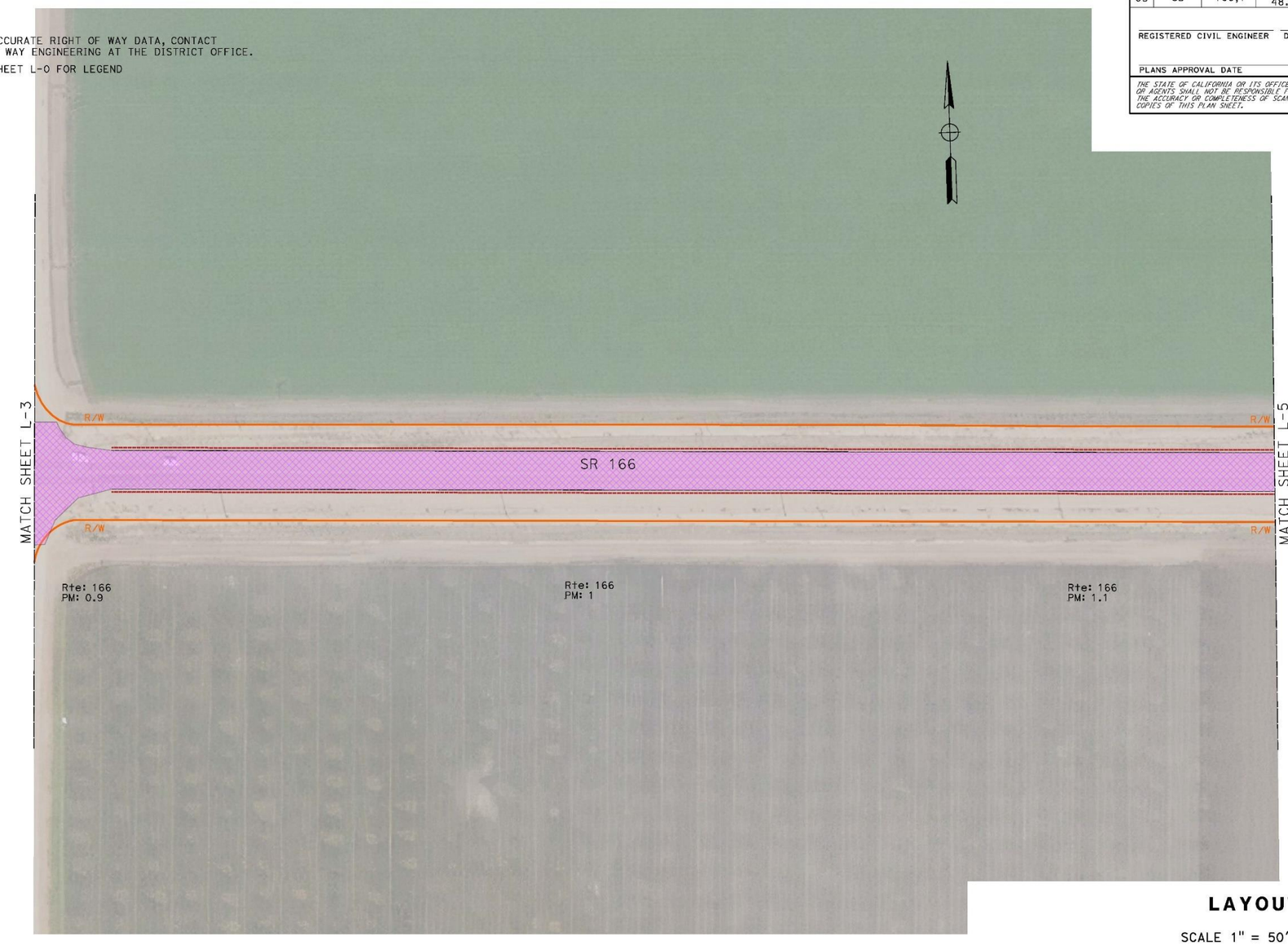
NOTES:

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	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 => 07:55

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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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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**

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 => 07:56

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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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**

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

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

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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-7**

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 => 0519000093ed007.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 => 07:58

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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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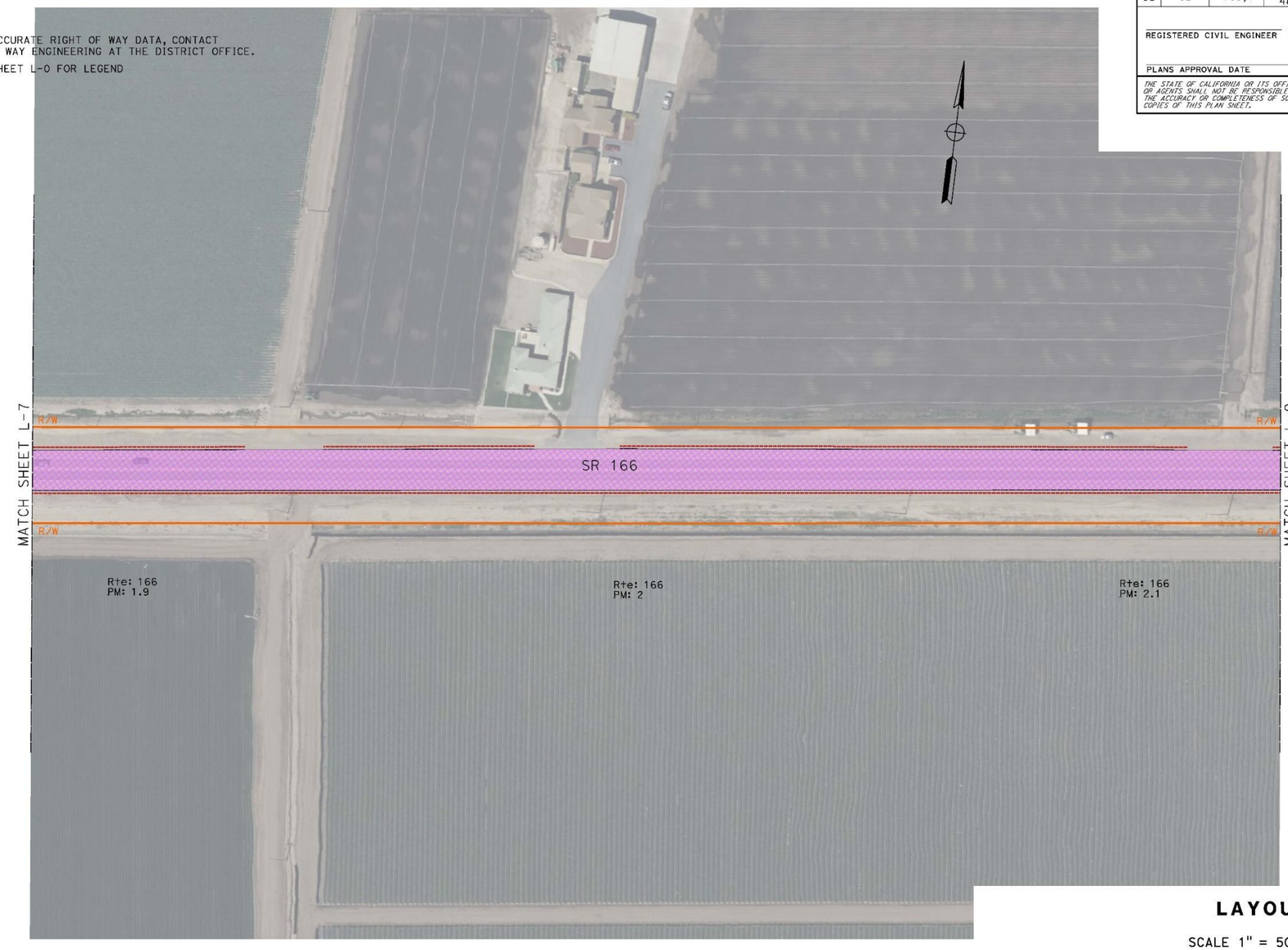
NOTES:

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-8**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR: KYLE BIRCH

CALCULATED-DESIGNED BY: CALEB GRINAGER
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DATE REVISED

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

BORDER LAST REVISED 7/2/2010

USERNAME => s156252
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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	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 => 08:08

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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

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTES:

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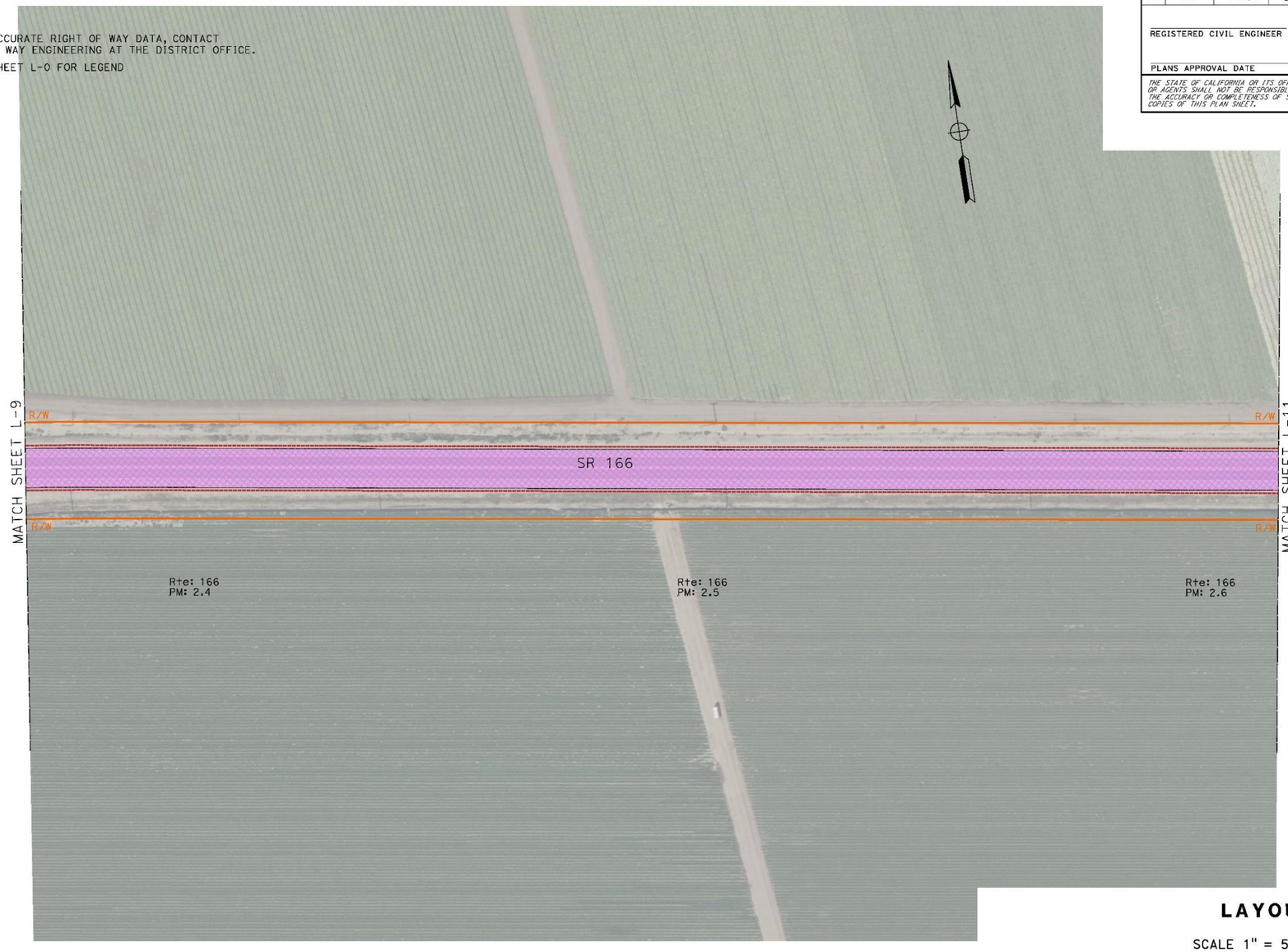

LAYOUT

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

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 => 08:09

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

REGISTERED CIVIL ENGINEER DATE

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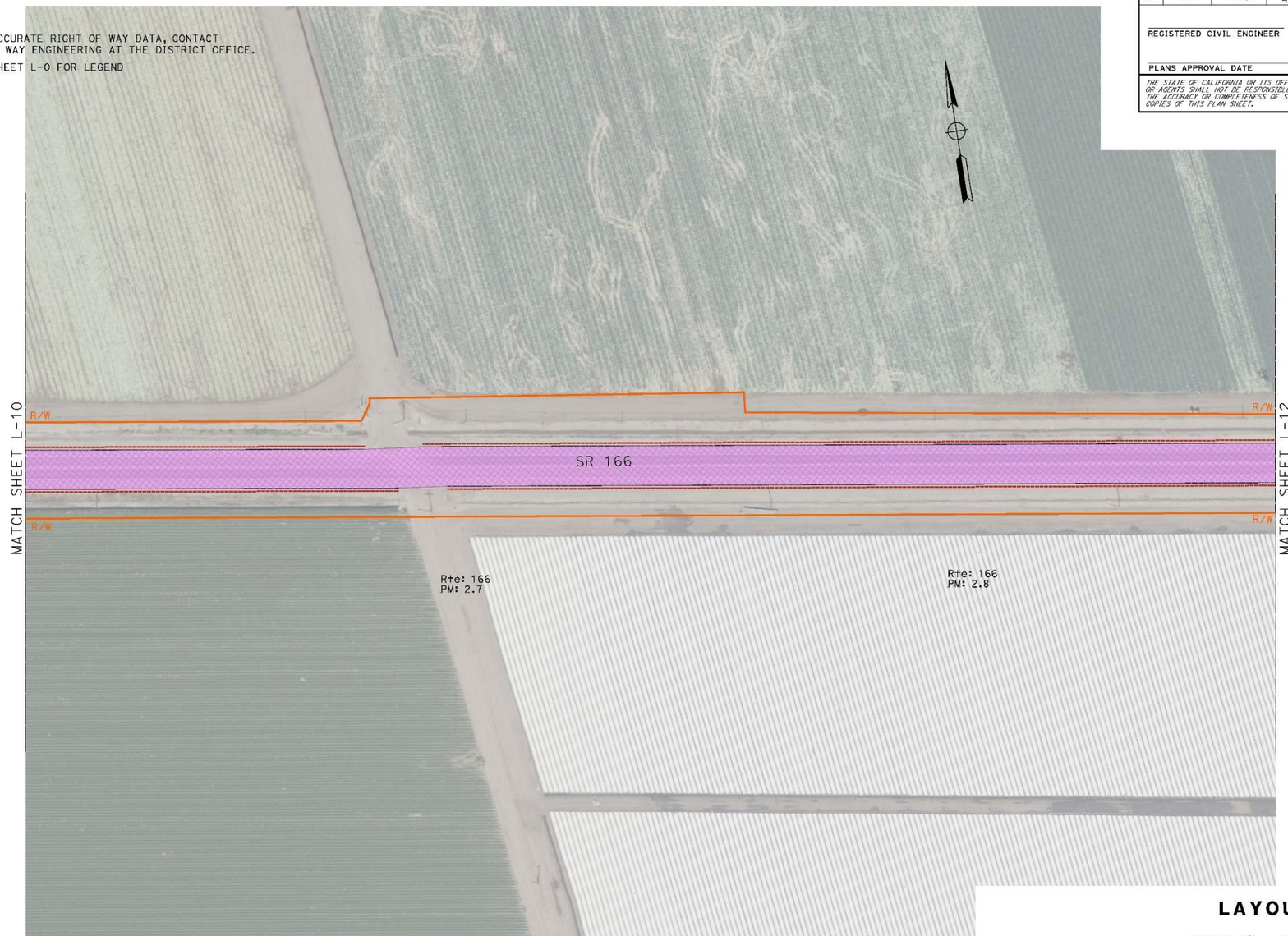

LAYOUT

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE PLOTTED => 29-FEB-2024
DESIGN	KYLE BIRCH	CHECKED BY	DATE REVISED	TIME PLOTTED => 08:11
Gibbons	CALEB GRINAGER	KYLE BIRCH		LAST REVISION 00-00-00

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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

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NOTES:

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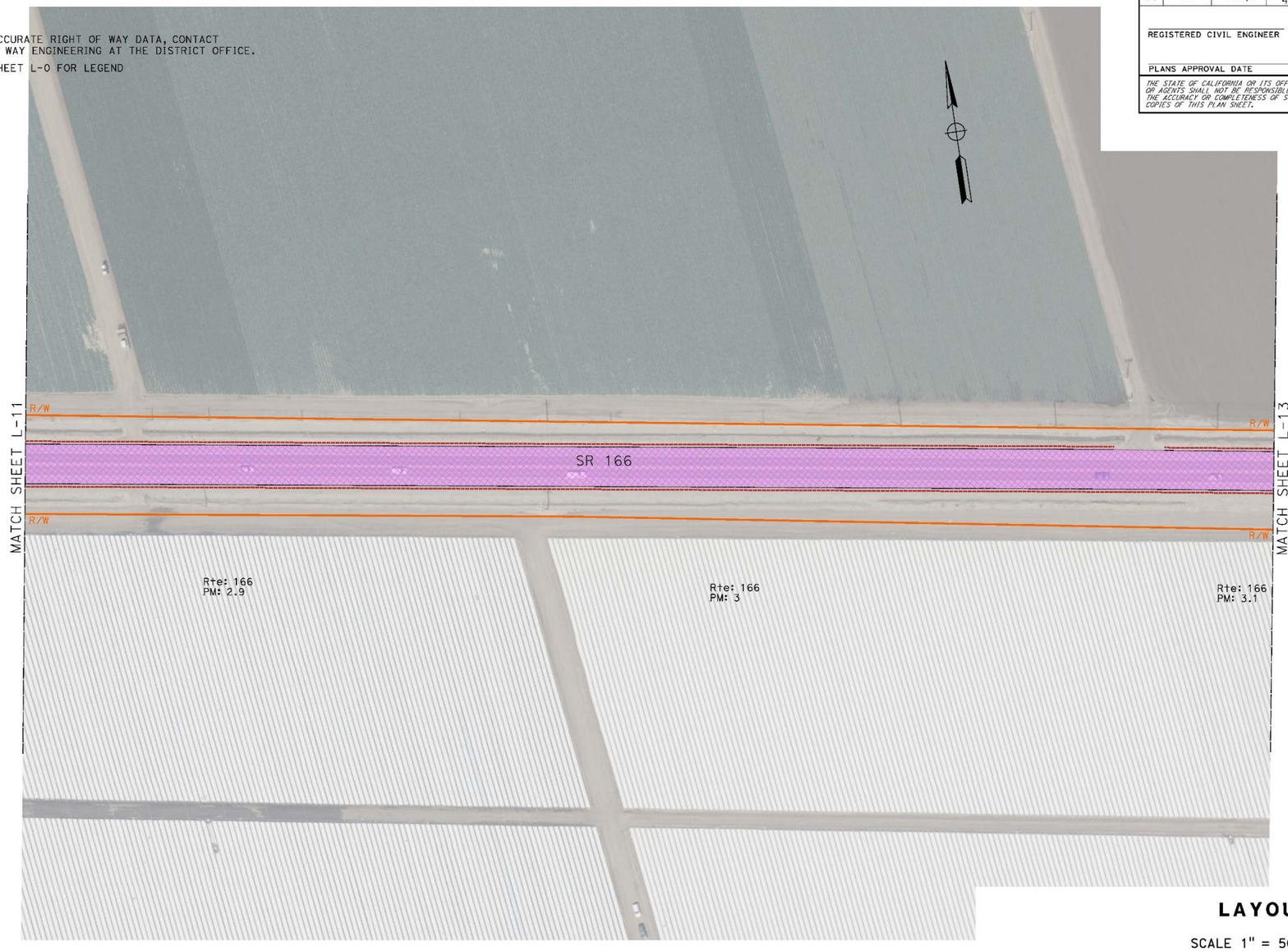
2. SEE SHEET L-0 FOR LEGEND



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

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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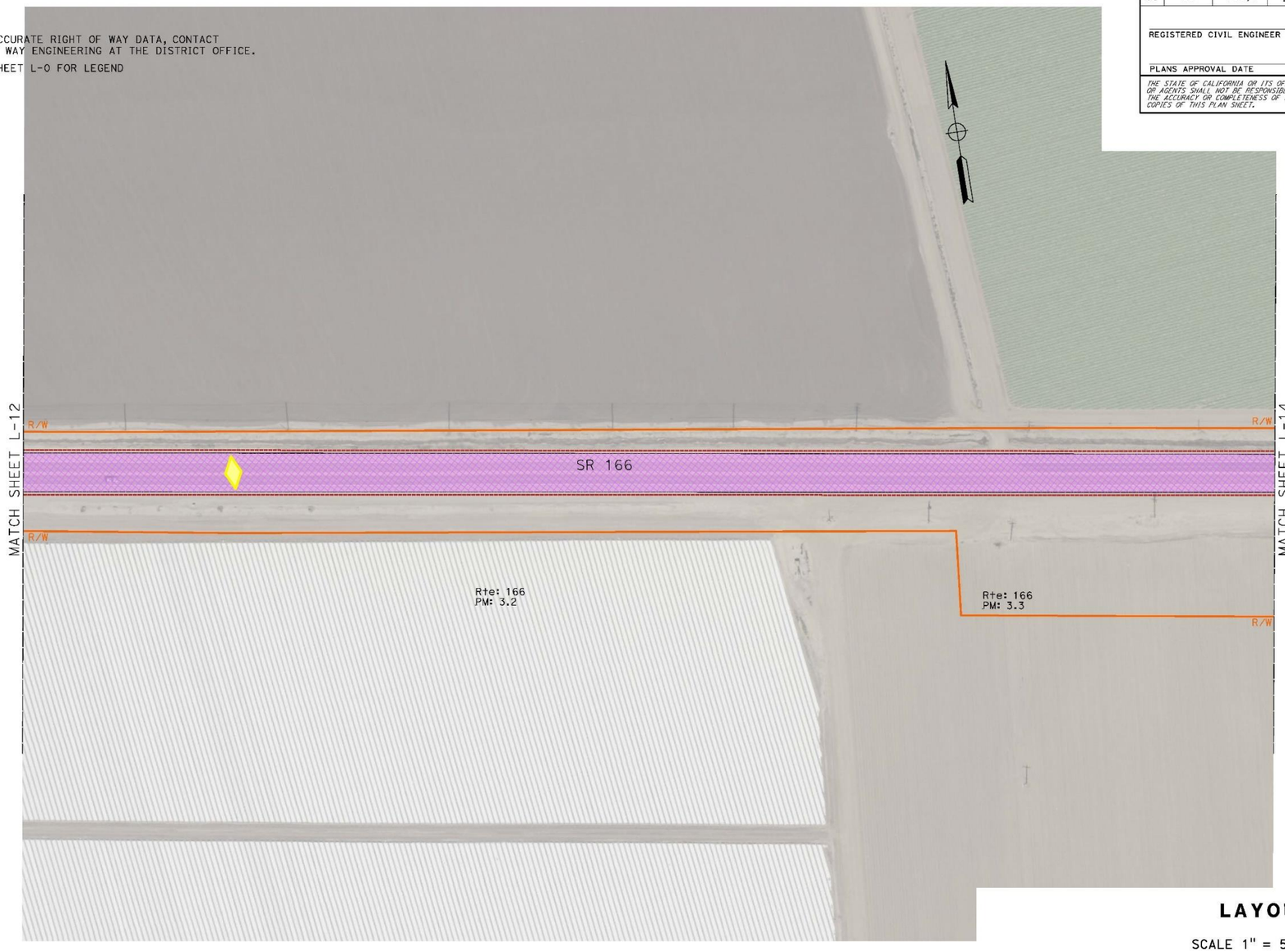
NOTES:

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-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

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

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTES:

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

LAYOUT

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — 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 => 08:19

BORDER LAST REVISED 7/2/2010
USERNAME => a156252
DGN FILE => 0519000093eq014.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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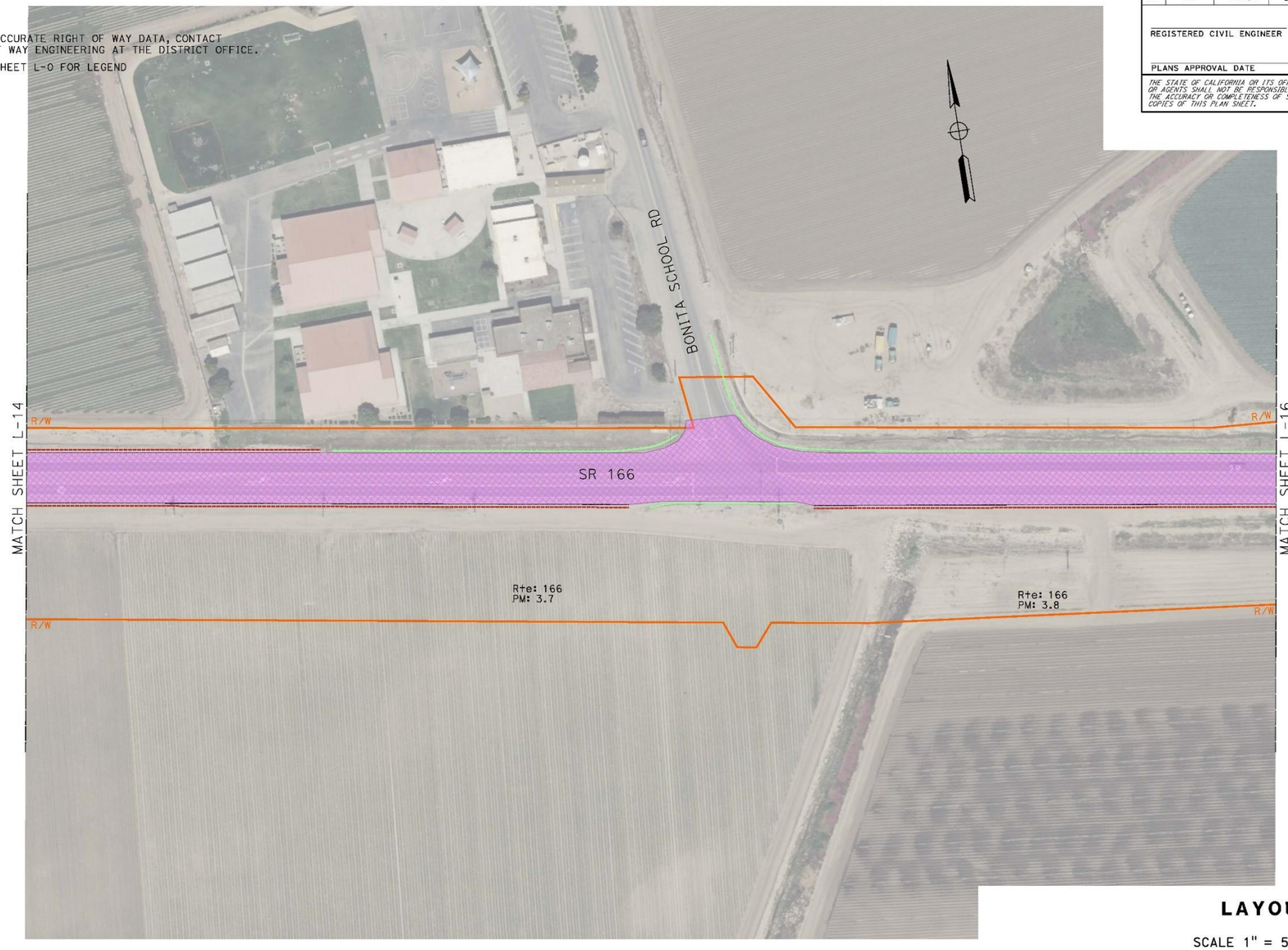
NOTES:

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-15**

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

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

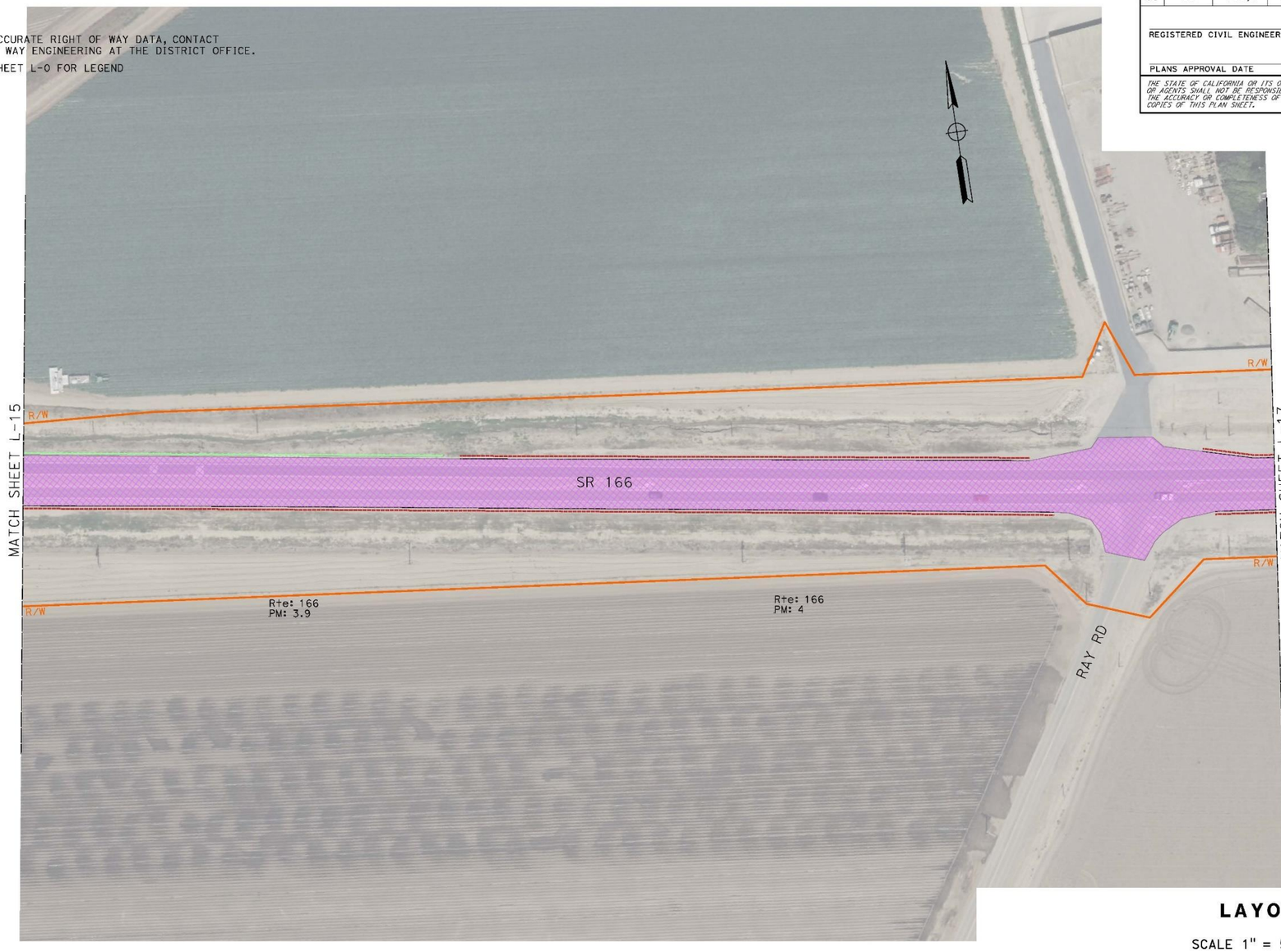
PLANS APPROVAL DATE

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

LAST REVISION 00-00-00 DATE PLOTTED => 29-FEB-2024 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

NOTES:

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

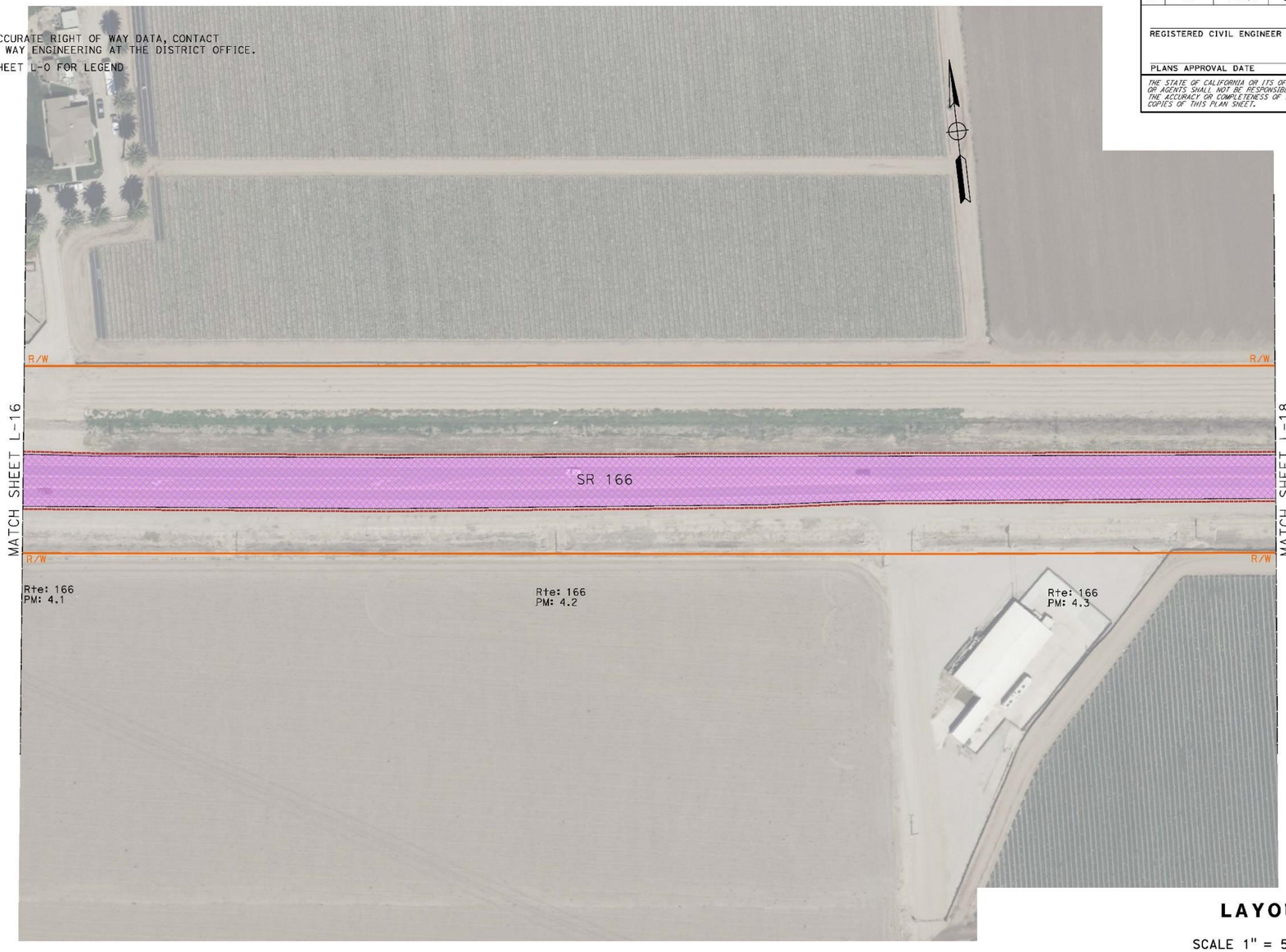
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	166,1	0/8.9, 48.8/49.5	X	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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



LAYOUT

SCALE 1" = 50' **L-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

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" = 50' **L-18**

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

BORDER LAST REVISED 7/2/2010 | USERNAME => s156252 DGN FILE => 0519000093ed018.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 => 08:25

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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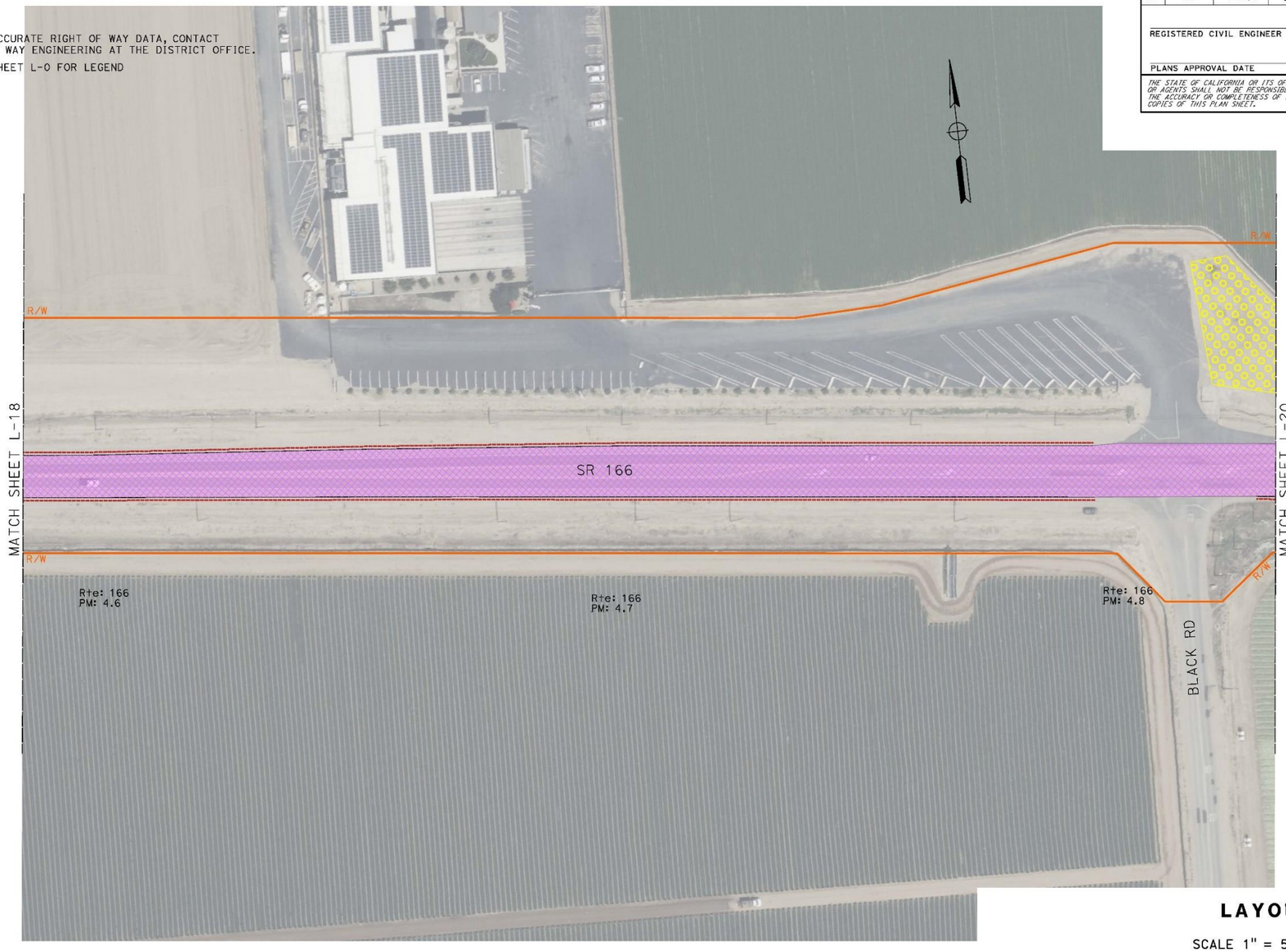
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

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

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 => 08:26

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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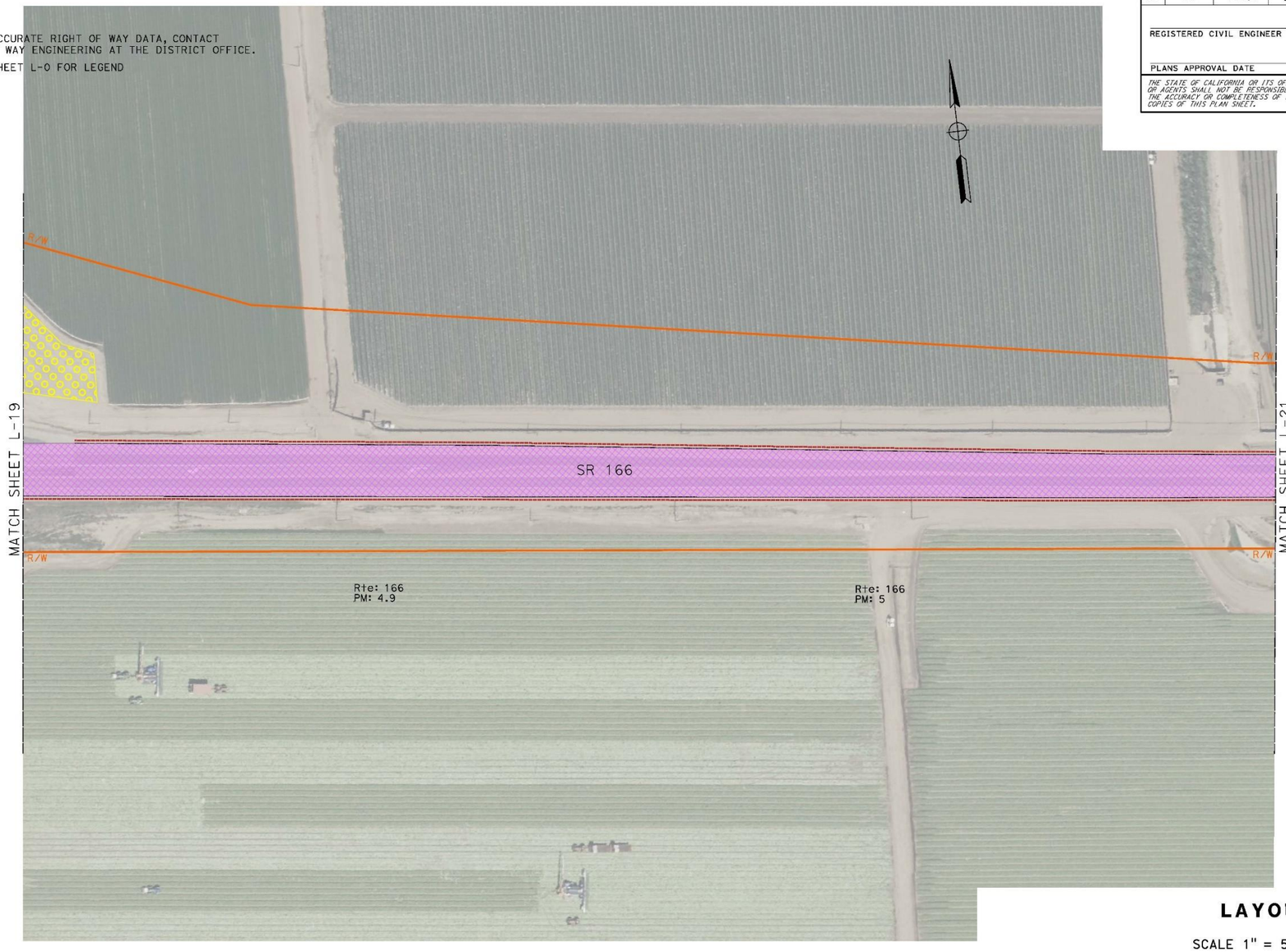
2. SEE SHEET L-0 FOR LEGEND



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

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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-21**

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 => 08:30

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	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 => 08:31

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

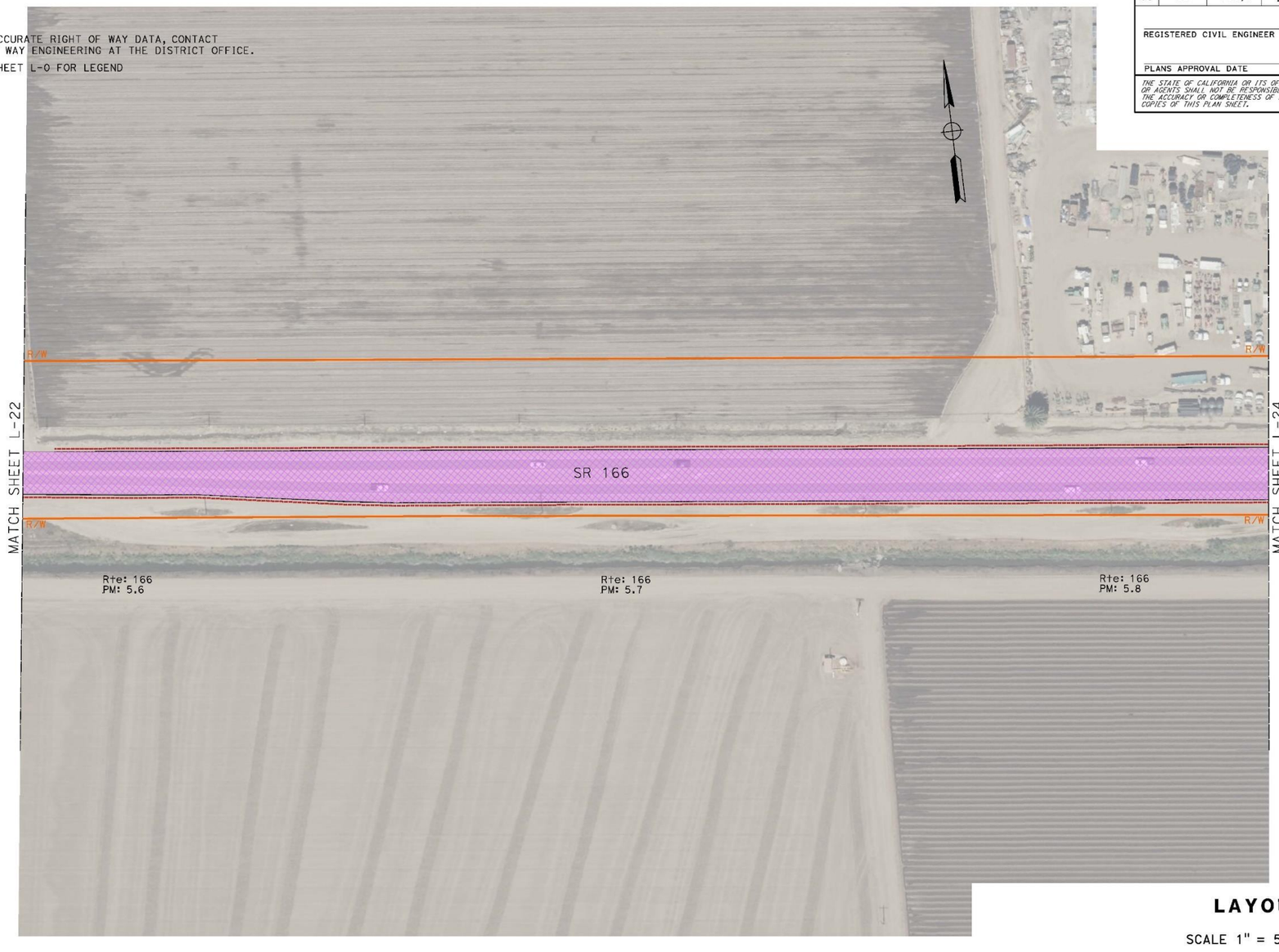
PLANS APPROVAL DATE

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

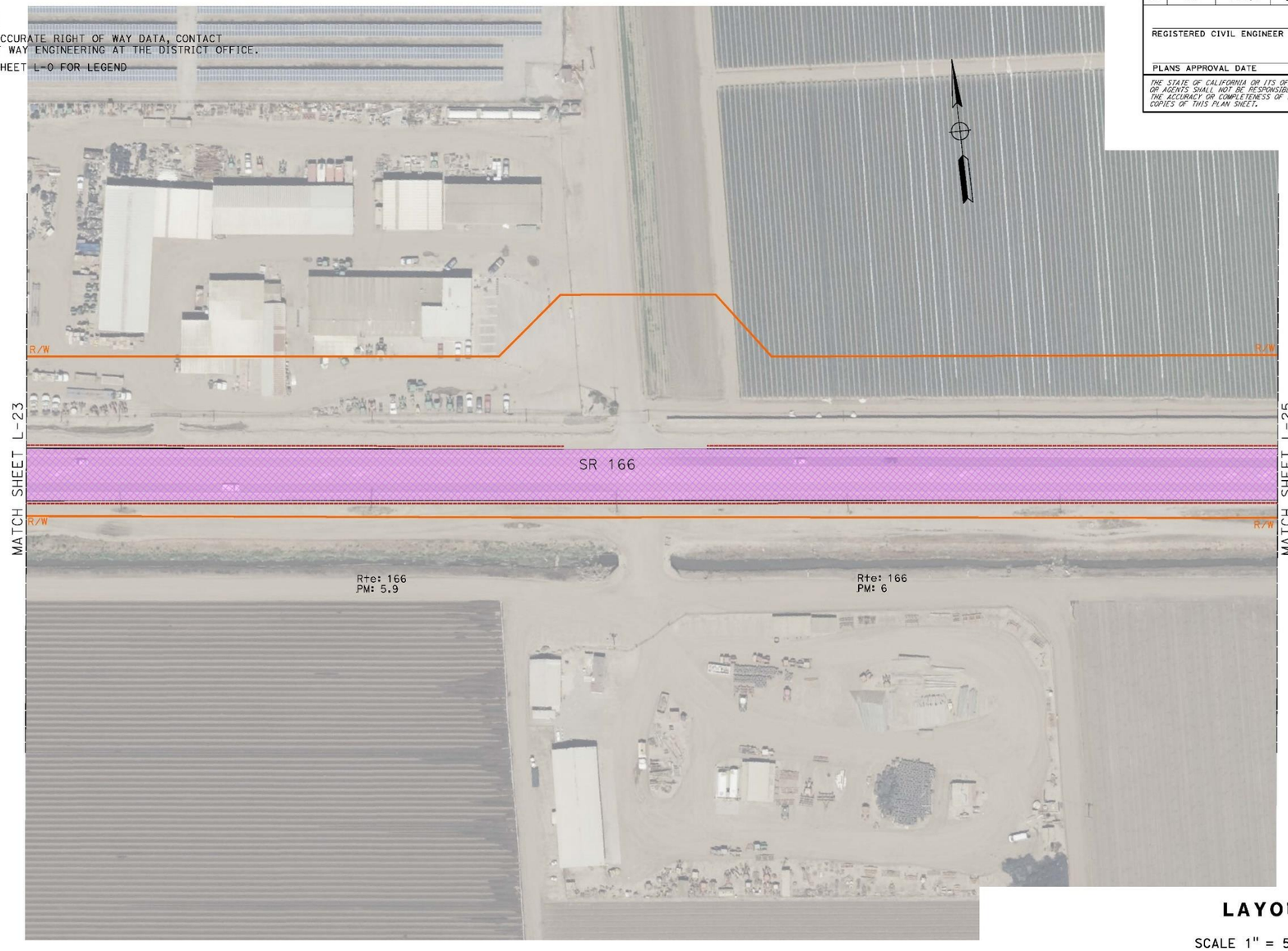
PLANS APPROVAL DATE

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

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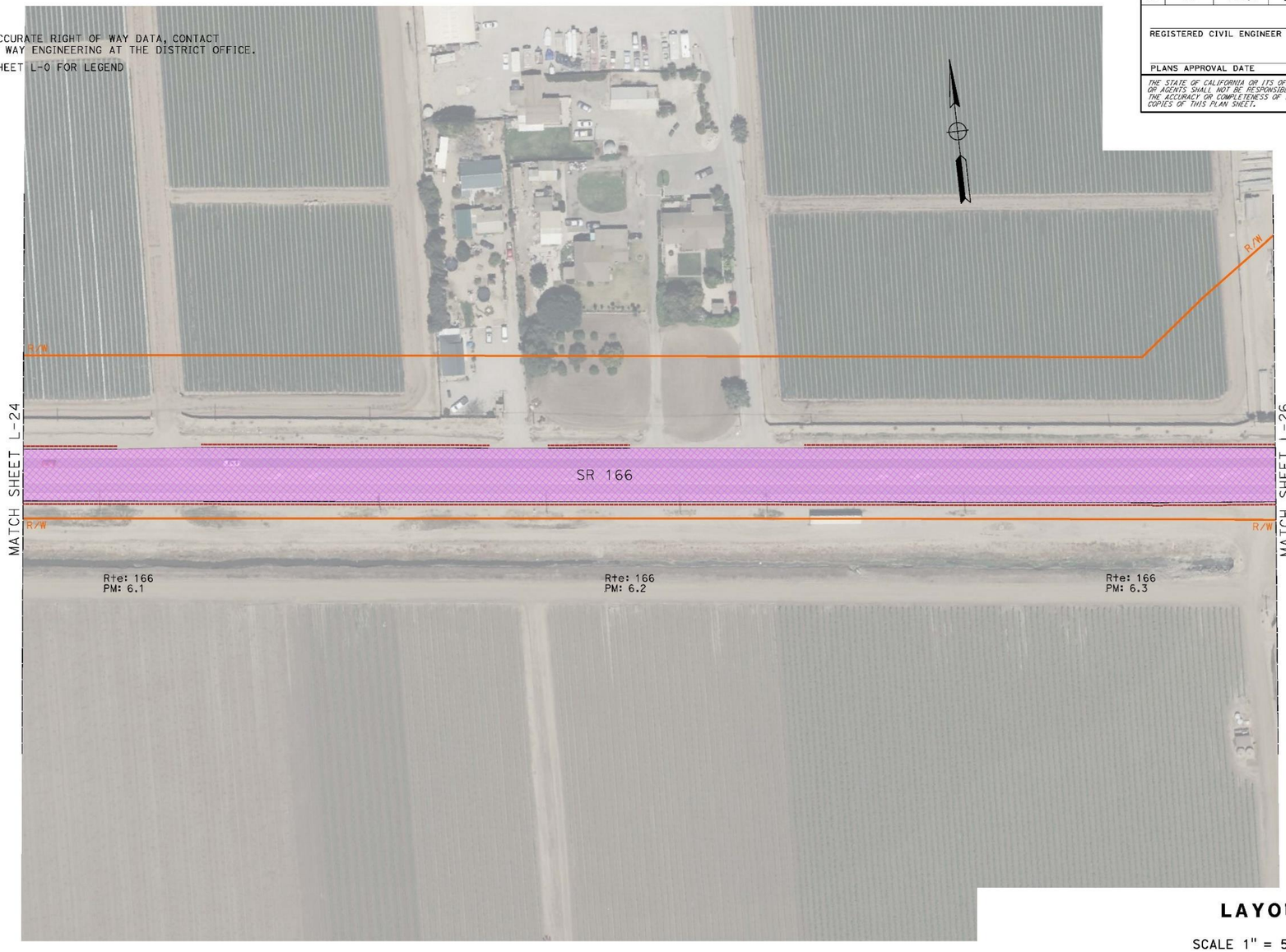
NOTES:

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-25**

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 => 08:35

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

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

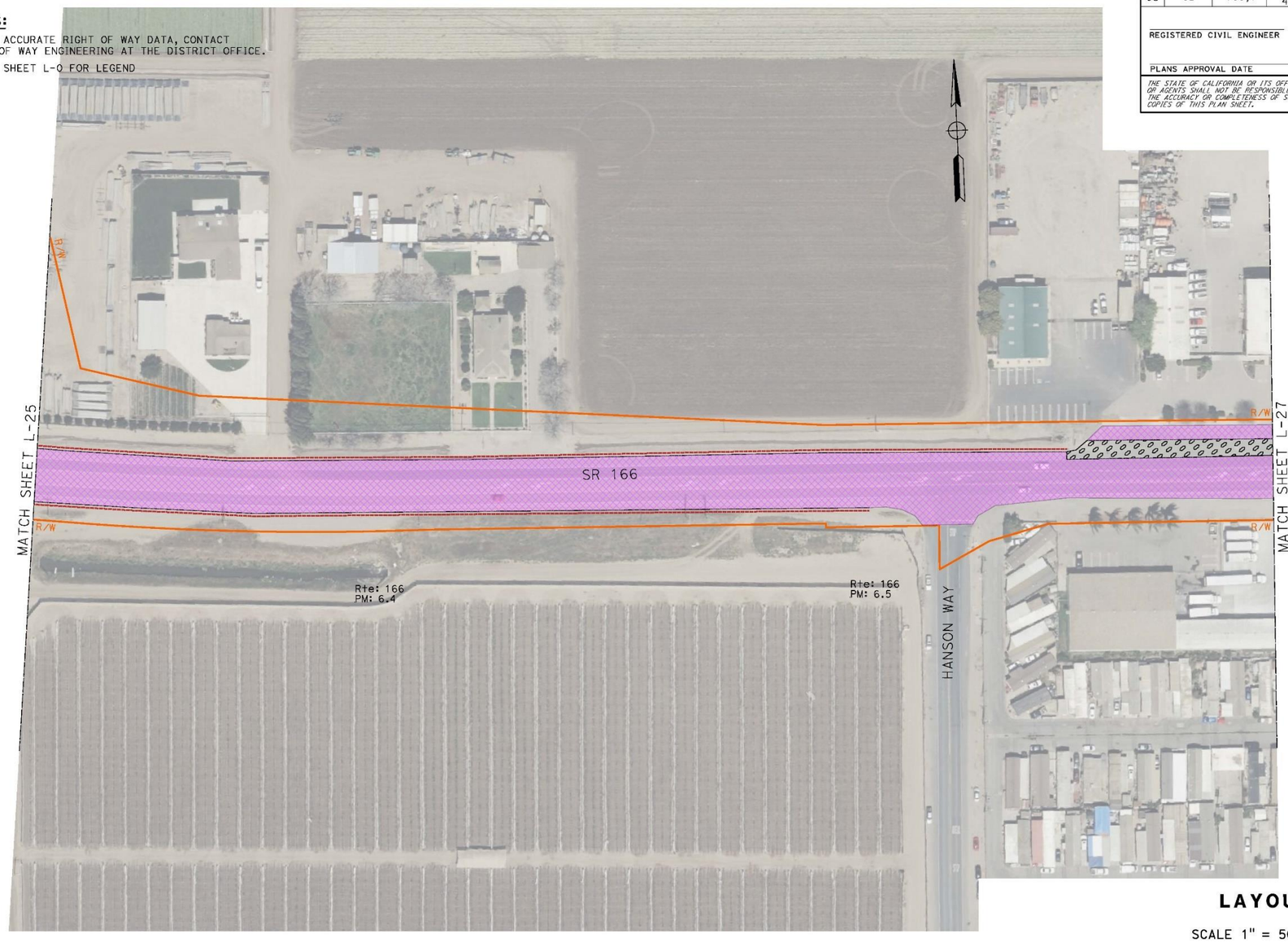
PLANS APPROVAL DATE

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

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

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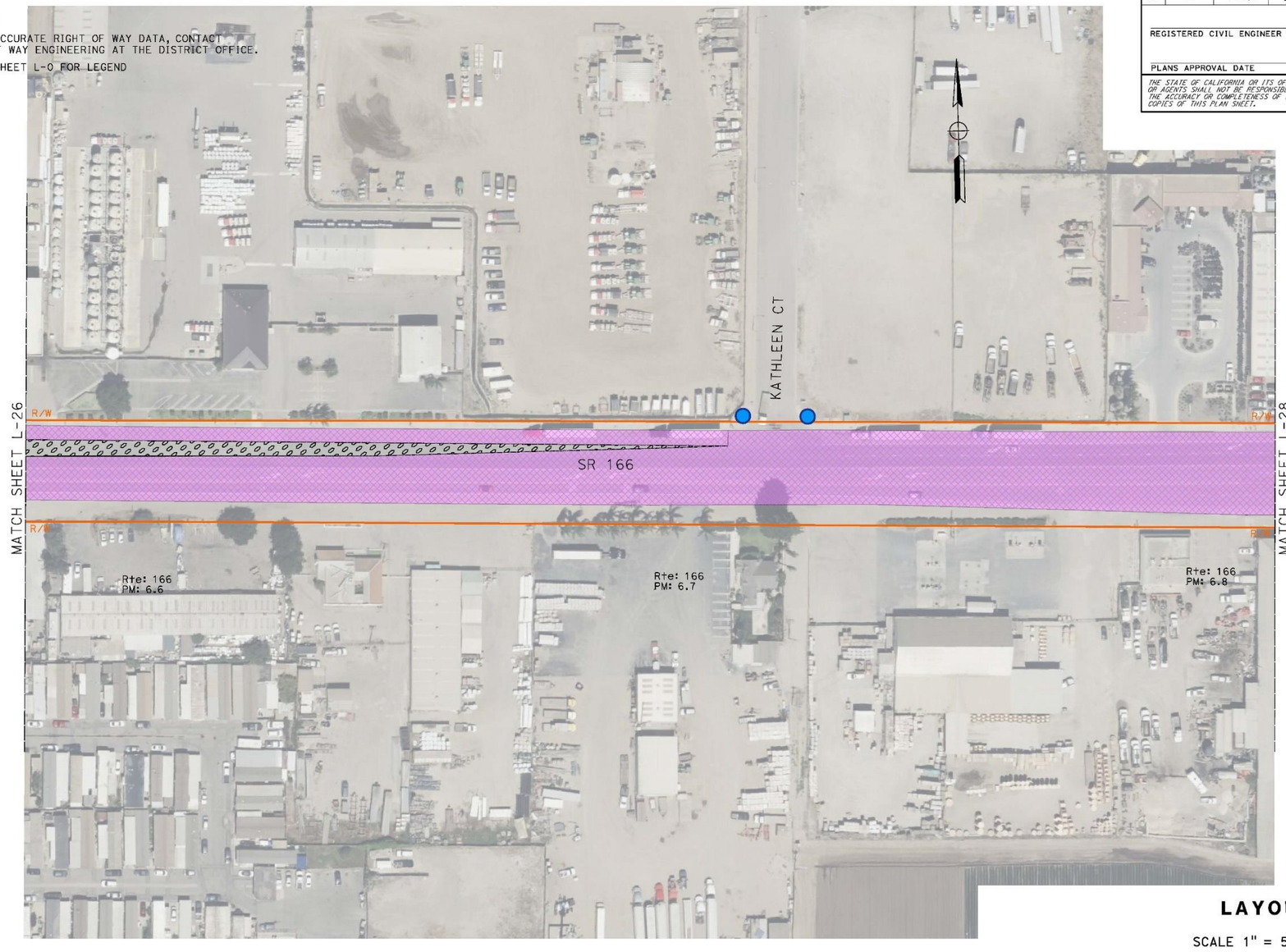
NOTES:

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-27**

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 => 08:37

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

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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-28**

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

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

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

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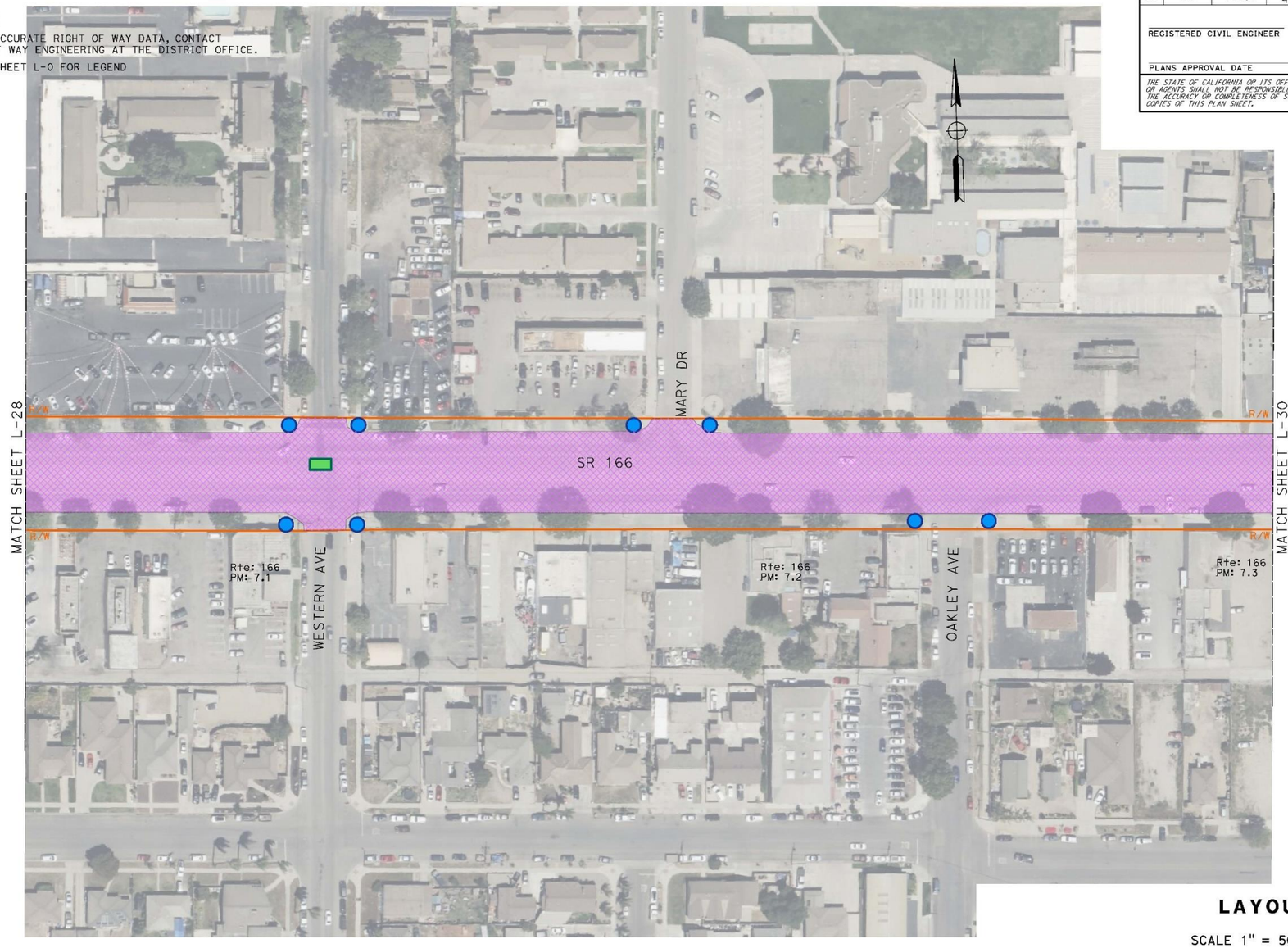
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

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

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 => 08:40

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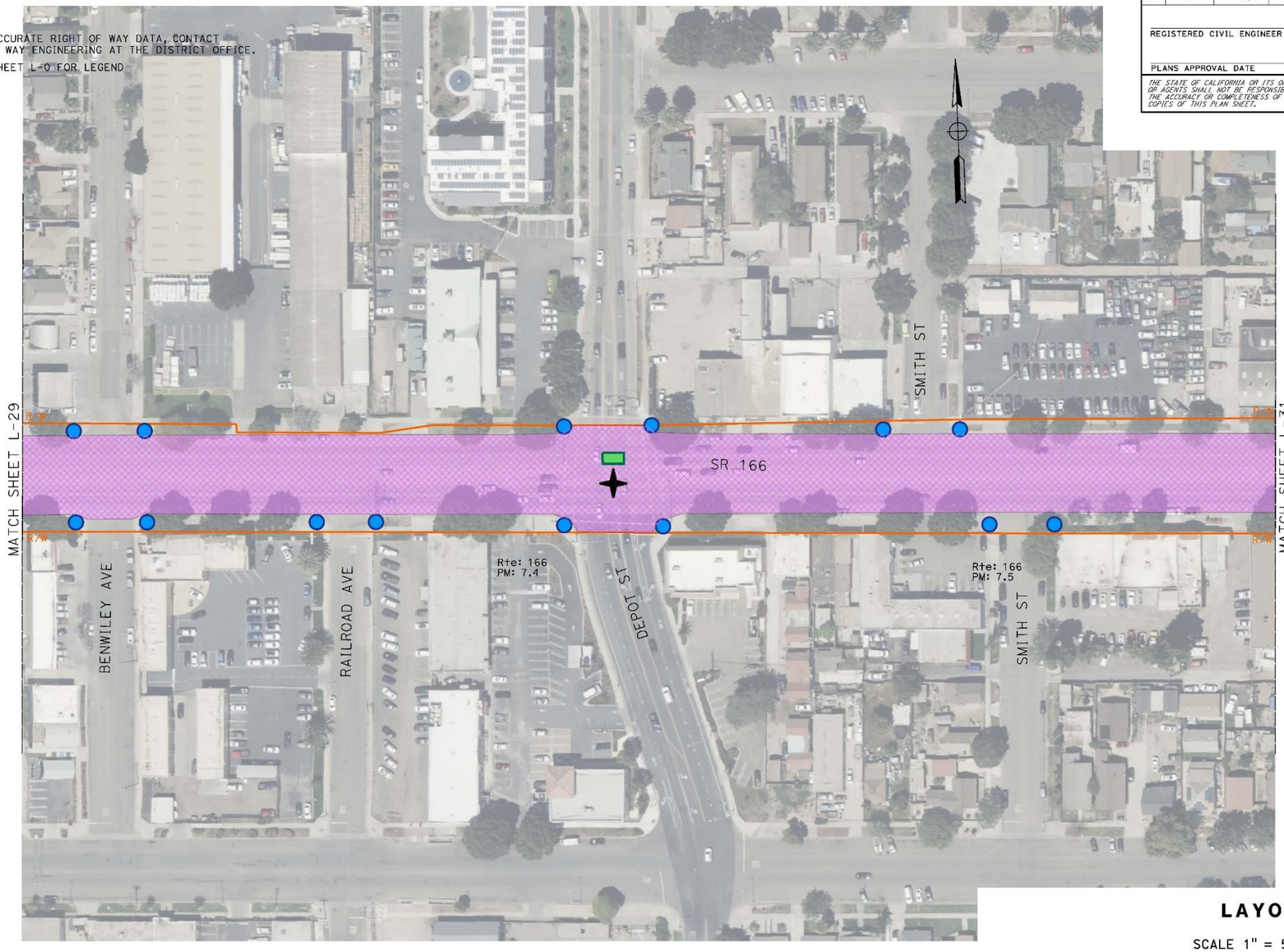
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET L-0 FOR LEGEND



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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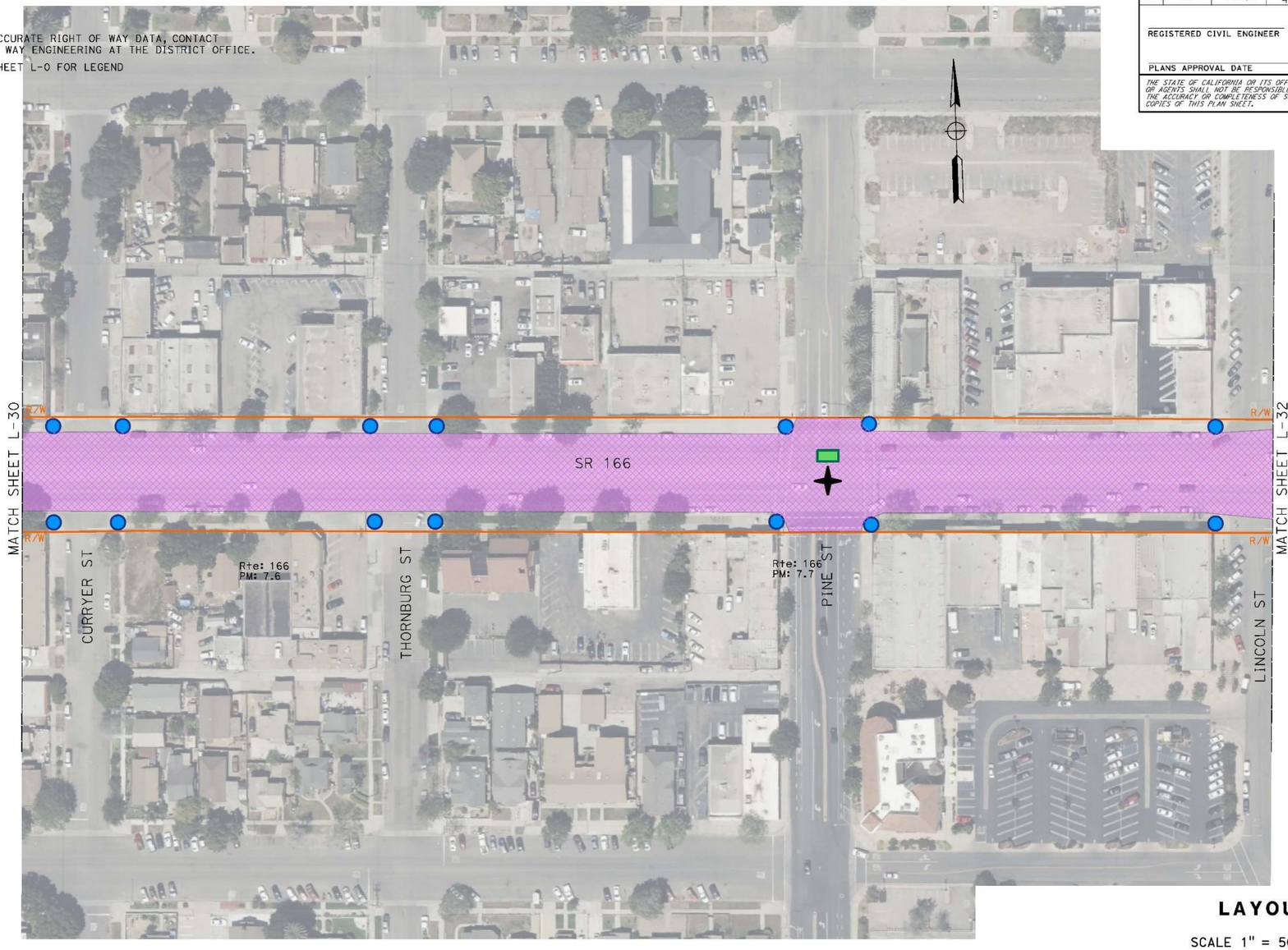

LAYOUT

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

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 => 08:45

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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

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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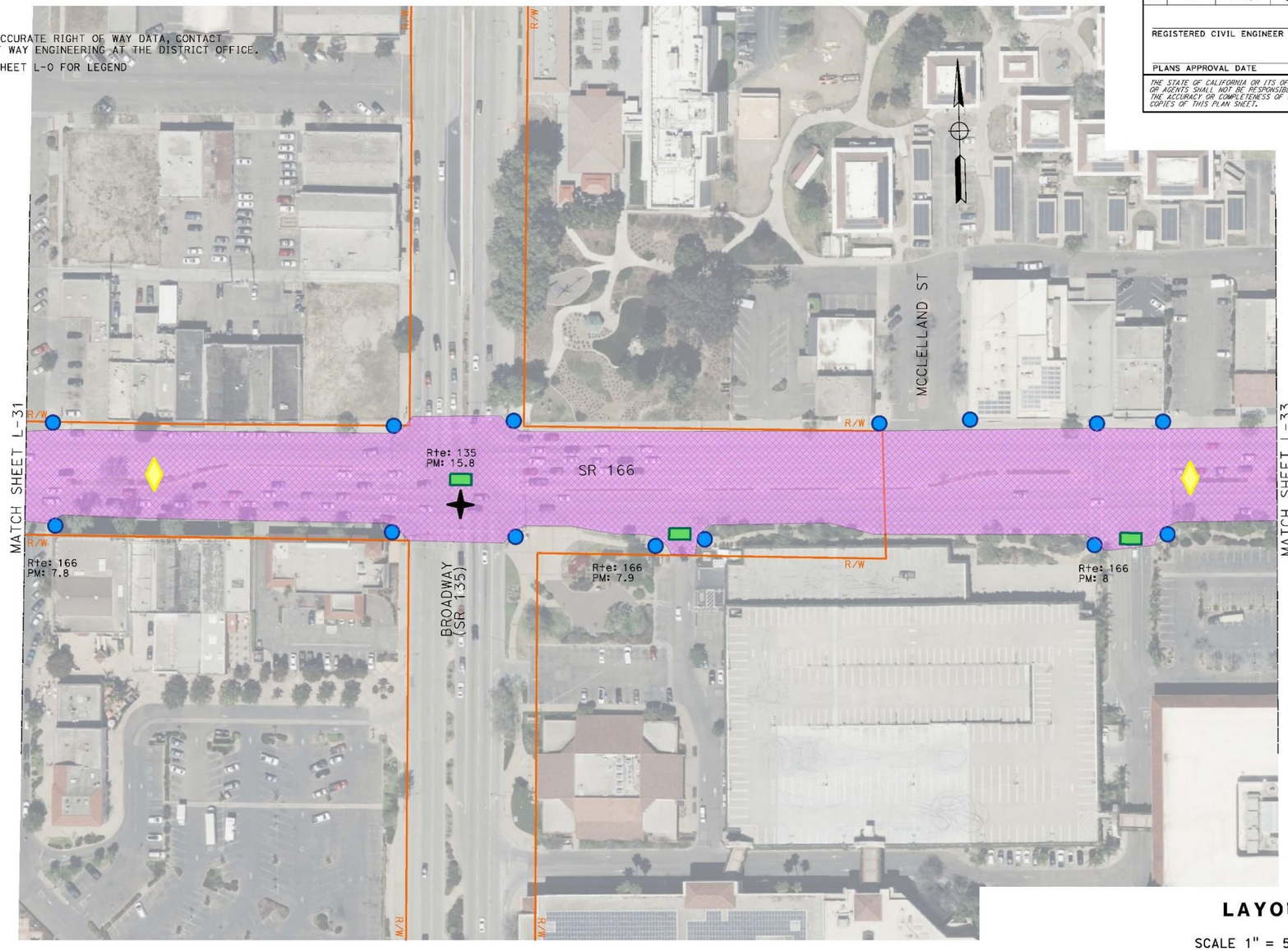

LAYOUT

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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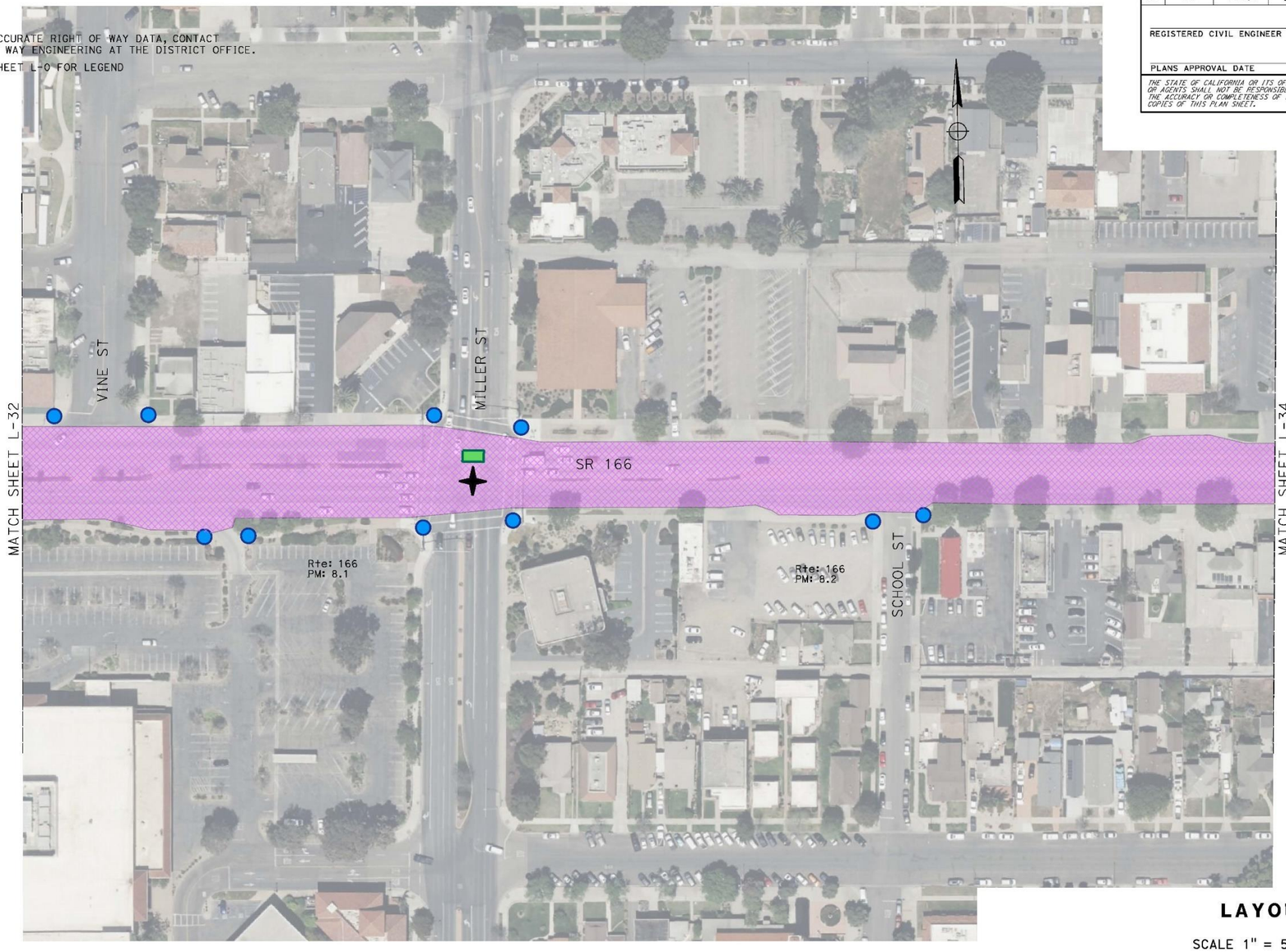
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

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

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 => 08:48

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

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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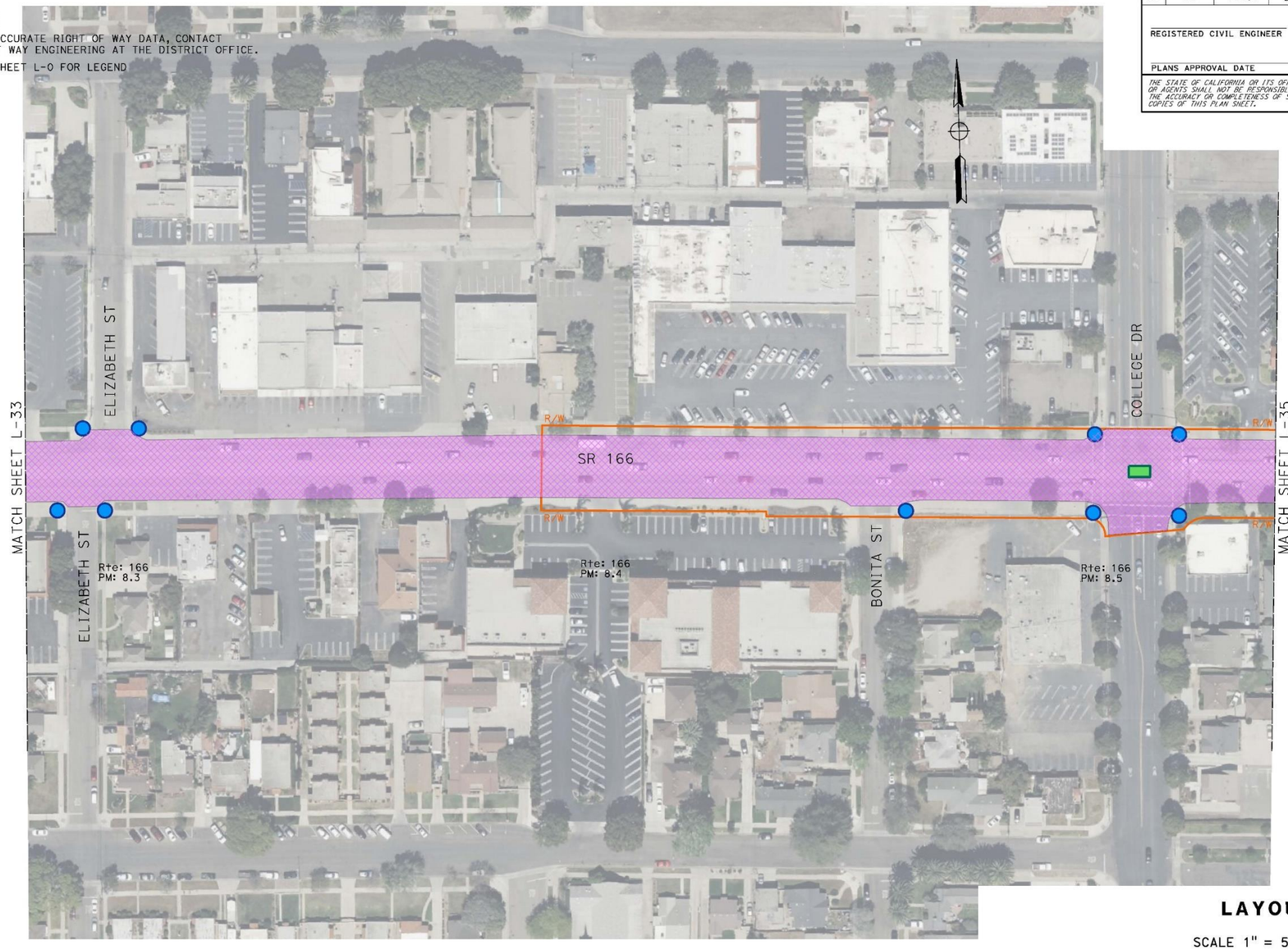

LAYOUT

SCALE 1" = 50' **L-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

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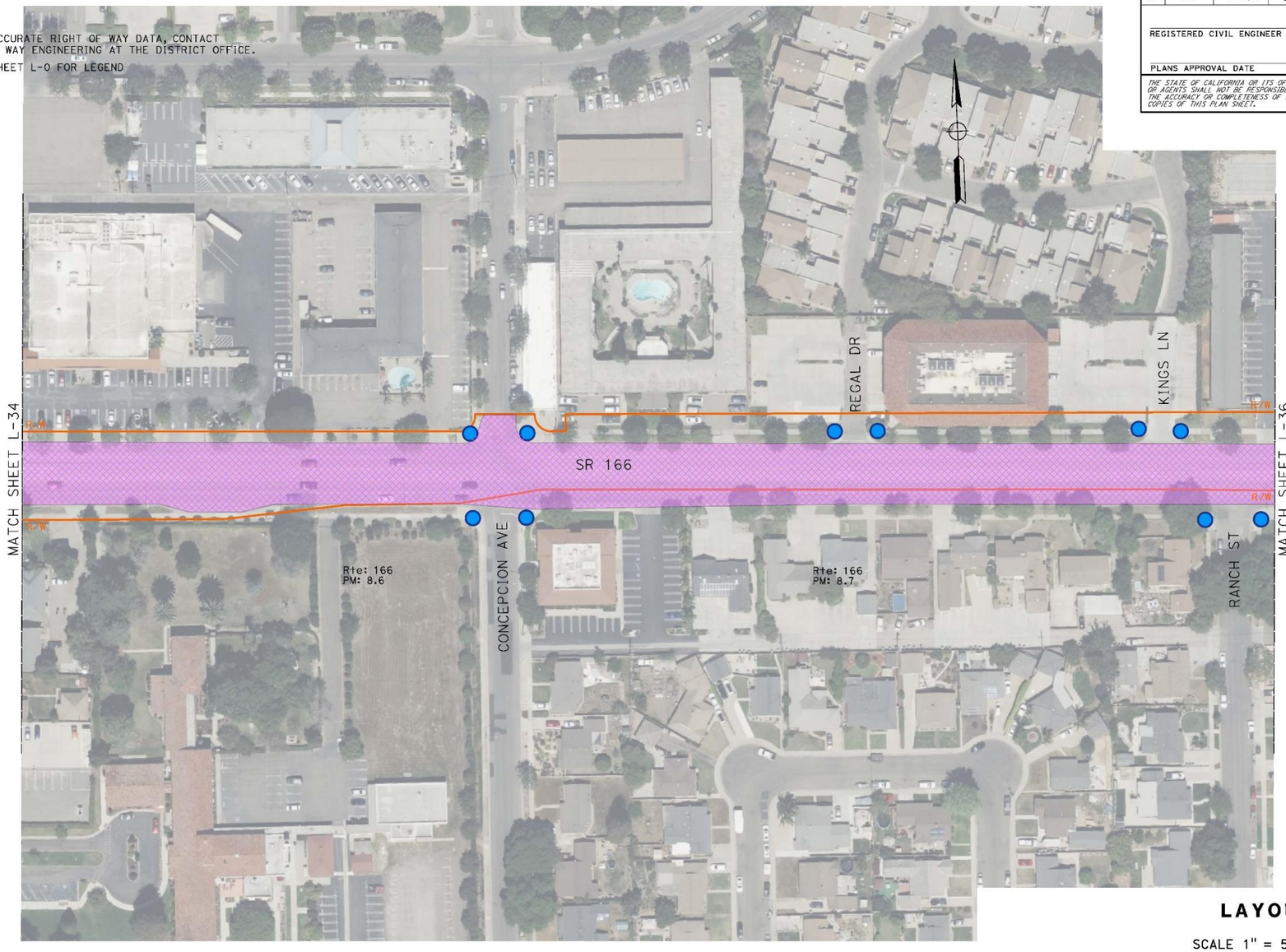

LAYOUT

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

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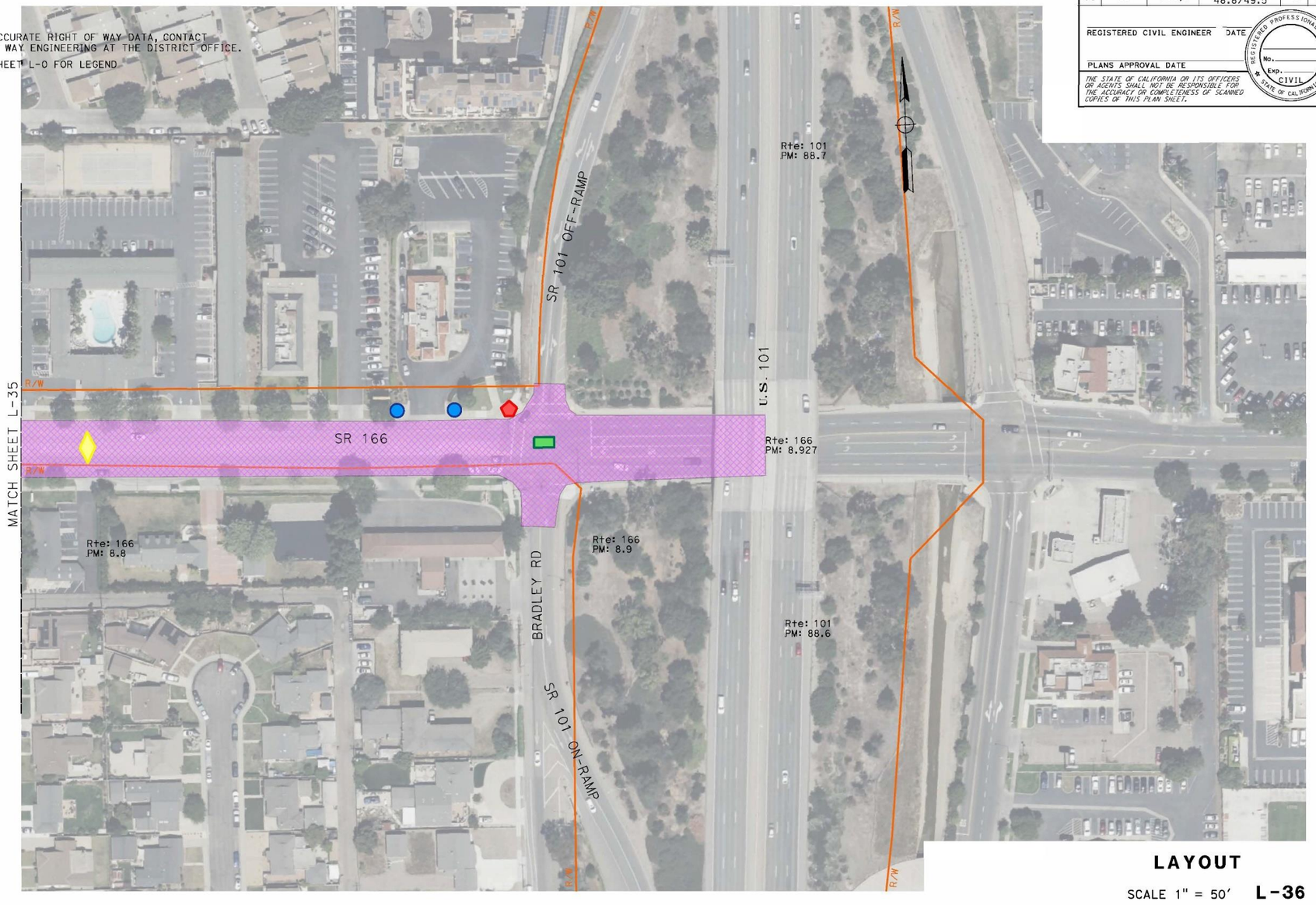
2. SEE SHEET L-0 FOR LEGEND



LAYOUT

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

CALCULATED-DESIGNED BY: CALEB GRINAGER
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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 => 08:55

BORDER LAST REVISED 7/2/2010 | USERNAME => a156252 DGN FILE => 0519000093eo036.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1465 | PROJECT NUMBER & PHASE 0519000093

Appendix D Biological Impact Areas

Figure 3-1

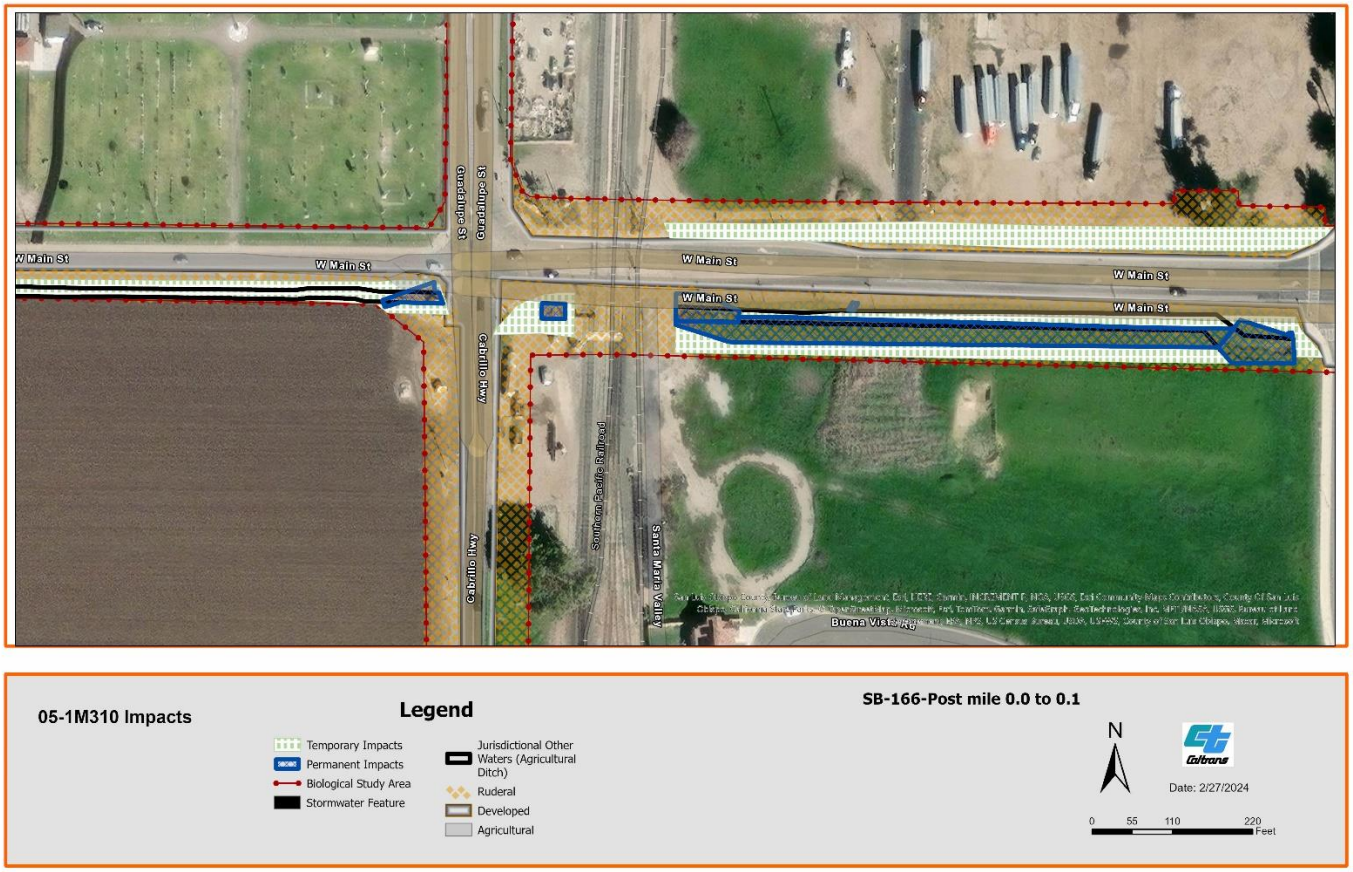
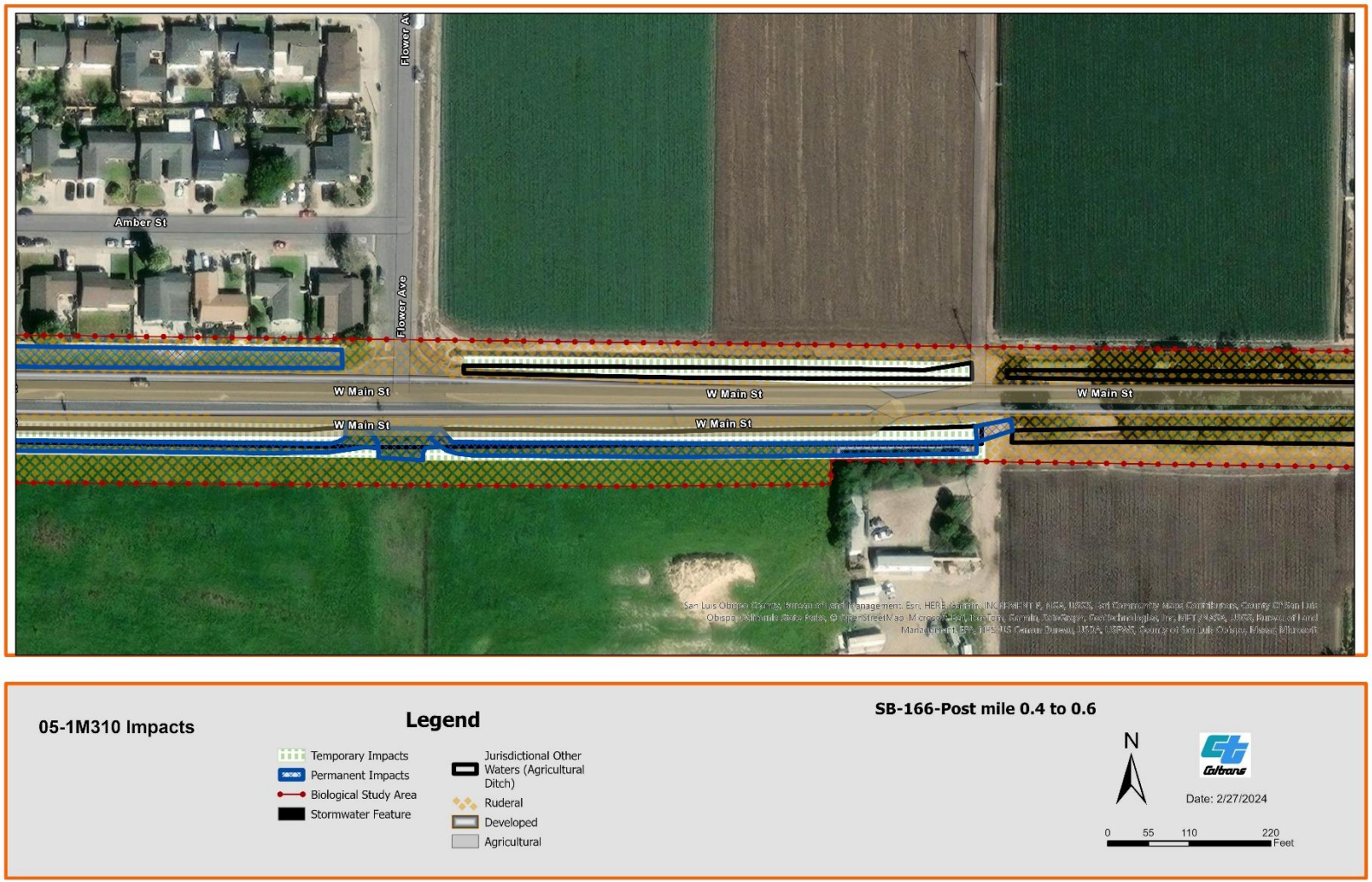


Figure 3-2


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
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

Appendix F Comment Letters and Responses

[This appendix has been added since the draft environmental document was circulated.]

This appendix contains the comments received during the public circulation and comment period from April 29, 2024, to May 31, 2024, retyped for readability. The comments from comment letters, comment cards, and emails are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented.

Comment from Jose Cardona Flores

Comment 1:

Jose Cardona Flores, April 30, 2024

Hello Lucas,

My name is Jose Cardona Flores. I live and work in Santa Maria. I have various comments about the project on highway 166 from Guadalupe to the 101. I think it is great that Caltrans will be working on this in the near future. I think this is a great opportunity to improve this route. I would like to see:

- Replacing traffic signals with roundabouts and traffic circles with bicycle accommodations
- No right turn on red for safety
- Protected bicycle lanes (class IV) on highway 166 from Guadalupe to Santa Maria and under the 101 freeway
- Bicycle crossings at Bradley Road
- Excellent bicycle facilities and signal access at College, Miller, Pine, Depot, Western, Russel and Blosser
- Roundabout at Black Road and other with a stop sign

Thank you for reading my comments. I think these things will make this route much safer and better for everyone. This is a great opportunity to make Downtown Santa Maria a great place to visit and revitalize this area.

Thank you for your time,

Jose Cardona Flores

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. The responses to your bullet points are in the corresponding bullet points below:

- Roundabouts were studied as a part of the Intersection Control Evaluations (ICE) for these locations (State Route 1 and State Route 166, and State Route 166 and Obispo Street intersections) with proposed signalization. However, due to projected costs associated with construction, potential concerns with queueing in proximity to the nearby at-grade railroad crossing, and geometric constraints, roundabouts were not the recommended option for these locations.

- Currently, a blank out "No Right on Red" signal is proposed at the State Route 1 and State Route 166 intersection on the south leg of Northbound State Route 1. Additional "No Right on Red" signage opportunities may be explored at additional locations.

- Class 4 (Protected Bike Lane) facilities under State Route 101 may be explored as part of a planned feasibility study for the area.

- Intersection crossing improvements for bicycles at Bradley Road may be explored as part of a planned feasibility study for the area.

- Intersection crossing improvements for bicycles are currently proposed at Blosser Road, Depot Street, Pine Street, Broadway (State Route 135), and Miller Street. Additional bicycle crossing improvements at College Drive, Western Avenue, and Russell Avenue may be explored as part of a planned feasibility study for the area. Accessible pedestrian push signals will be installed at various locations along State Route 166. The guidance for Caltrans is the California Manual on Uniform Traffic Control Devices. Caltrans will plan to place limit line detection and provide bike detector markings on the local legs for bikes as a guide for where to be detected.

- A roundabout was studied as part of an Intersection Control Evaluation (ICE) for this location (State Route 166 and Black Road intersection) with proposed signalization. However, due to the projected initial costs associated with construction and the overwhelming public opposition to a roundabout at this location, a roundabout was not the recommended option.

Comment from Abigail Cruz

Comment 1:

Abigail Cruz, May 5, 2024

Hello,

It's great to hear that route 166 is getting improvements! It would be great to see roundabouts with bicycle accommodations instead of traffic signals. It would also be good to have no right on red at Blosser and Russel for bicycle safety reasons. There is currently no bike lane under the 101. It would be great if Caltrans could add one there.

It would be great to see protected bike lanes (class IV) on the 166 all the way to Gaudauple. Both San Luis Obispo and Santa Barbara have protected bike lanes. Santa Maria needs to begin prioritizing protected bikes especially since it is a mostly flat location with a width of about 5 miles and length of about 7 miles. Most people travel to places that are only 2 miles away. Bicilying could be an alternative to driving in the city if there were protected Class IV lanes.

Finally, the speed limit on 166 is about 35 miles per hour until Blosser. However, many cars drive above the speed limit. It would be great to see protected lines next to the side walks and then designated parking spaces to buffer bicyclists even more. It would also be good to see more greenery such as native trees added along the middle of the 166. This would make the route feel narrower and encourage cars to slow down. Thanks!

Sincerely,

Abigail Cruz

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. Roundabouts were studied as a part of the Intersection Control Evaluations (ICE) for these locations (State Route 1/166 and State Route 166/Obispo Street intersections) with proposed signalization. However, due to projected costs associated with construction, potential concerns with queueing in proximity to the nearby at-grade railroad crossing, and geometric constraints, roundabouts were not the recommended option for these locations.

“No Right on Red” signage at Blosser Road and Russell Avenue, bicycle facilities under U.S. Route 101, and Class 4 (Protected Bike Lane) facilities between Guadalupe and Santa Maria along State Route 166 may be explored as part of a planned feasibility study for the area that is currently in the works. Buffer striping, designated parking spaces next to sidewalks, and vegetation planting in medians along State Route 166 may be explored as part of a planned feasibility study for the area as well.

Due to the current cost, scope, and schedule constraints of the project, the items above cannot be explored with this project but will be looked at in further detail in the feasibility study mentioned.

Comment from Jose Cardona Flores

Comment 1:

Jose Cardona Flores, May 16, 2024

Dear Lucas,

I hope this message finds you well. My name is Jose Cardona Flores, and I am a concerned citizen residing in Santa Maria. I am writing to express my appreciation for the ongoing efforts of the Caltrans team in the development project for Highway 166, aimed at enhancing the pavement and sidewalks from the 1 highway to the 101 highway.

First and foremost, I would like to extend my gratitude to you and your team for your dedication to improving our local infrastructure. It is evident that the proposed project carries significant potential for enhancing safety and accessibility for both motorists and pedestrians alike.

However, after reviewing the project details, particularly the plan to incorporate only one mile of class II bike lanes along the 12-mile stretch, I felt compelled to reach out and share my concerns. While I understand that the project aims to improve bicycle and pedestrian infrastructure, the allocation of bike lanes appears disproportionate to the scope of the development. Class IV bicycle lanes are needed.

In particular, the absence of bike lanes in the middle of Santa Maria raises questions about the project's alignment with its stated objectives. Given the importance of promoting alternative modes of transportation and ensuring the safety of cyclists and pedestrians, I believe there is a need for further consideration in this regard.

Furthermore, I would like to advocate for the implementation of roundabouts instead of traffic lights and stop signs at certain intersections. Roundabouts have been proven to not only effectively manage traffic flow but also enhance road safety by reducing the likelihood of severe accidents. I believe that incorporating roundabouts into the project design would not only align with the overarching goal of improving safety but also contribute to a more efficient transportation network.

I recognize the complexities involved in such development projects and appreciate the considerable effort that your team has already invested. My intention in reaching out is simply to offer constructive feedback and to advocate for solutions that will best serve the needs of our community.

I would welcome the opportunity to further discuss these matters with you at your earliest convenience. Your insights and expertise would be invaluable in

exploring potential alternatives and ensuring that the final project design reflects the priorities and aspirations of our community.

Thank you once again for your commitment to this important endeavor. I look forward to the possibility of collaborating with you to achieve a successful outcome for Highway 166 and our community as a whole.

Warm regards,

Jose Cardona Flores

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. Class 4 (Protected Bike Lane) facilities along State Route 166 in Santa Maria may be explored as part of a planned feasibility study for the area. Due to the current cost, scope, and schedule constraints of the project, bike lanes along the entire stretch of State Route 166 from Guadalupe to Santa Maria are not able to be explored at this time but will be looked at in further detail in the feasibility study mentioned. Depending on existing lane and shoulder widths within Santa Maria, Class 2 bicycle lanes may be able to be installed within portions of the urban core, but this will need to be further evaluated during the Plans, Specifications, and Estimates phase and coordinated with the city to ensure this is consistent with their planned active transportation network.

Roundabouts were studied as a part of the Intersection Control Evaluations (ICE) for these locations (State Route 1 and State Route 166 and State Route 166 and Obispo Street intersections) with proposed signalization. However, due to concerns including projected costs associated with construction, potential concerns with queueing in proximity to the nearby at-grade railroad crossing, and geometric constraints, roundabouts were not the recommended option for these locations. Roundabouts have not been identified in the city of Santa Maria Circulation Plans; however, we are open to discussing this with the city and other transportation partners if there is an interest in pursuing this. Roundabout opportunities at other locations may be studied to determine possible implementation strategies.

Comment from Becky Deutsch

Comment 1:

Becky Deutsch, May 22, 2024

Dear Sir,

Repaving the west 166 corridor affords a significant opportunity for much needed protected bicycling. It is not mentioned in the project description, but the presenters at the May virtual meeting indicated that a Class IV separated bike-way was anticipated along the route west of Santa Maria. Most bicyclists, including myself (an older resident) are not comfortable riding in the street alongside traffic. This route has the potential to affect many people, most importantly the farm workers working in the fields between Guadalupe and Santa Maria. For this route to be the most successful and to encourage its use, I would hope that the greatest distance possible between the highway and bike-way be attained, that that area be planted with native plants, and that the bike-way itself be paved with a relatively smooth surface. As I find few interesting places in Santa Maria that I can safely ride for pleasure and exercise, I am really looking forward to the completion of this project, but only if done right will it encourage use and be successful.

In another area along this route, that being between Obispo Street and Flower Avenue in Guadalupe, your diagram shows the sidewalk directly adjacent to Highway 166. Instead it would be much safer to put the planted area next to the highway as a buffer to the sidewalk. Also at any intersection where there are ramps, those ramps should be directed toward a real or imagined crosswalk, rather than toward the middle of the intersection. This might require two ramps instead of one and would be an additional expense, but would be so much safer.

Thank you for your consideration of my suggestions,

Becky Deutsch

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. Where Class 4 (Protected Bike Lane) facilities are proposed, opportunities for grade separation and additional buffer from roadways may be explored. Class 4 (Protected Bike Lane) facilities along State Route 166 between Guadalupe and Santa Maria may be explored as part of a planned feasibility study for the area. Furthermore, a planted buffer zone between the sidewalk and roadway between Obispo Street and Flower Avenue will be explored as a potential opportunity.

A native planted buffer will be constructed on the south side between the intersection of State Route 1 and State Route 166 and Flower Avenue and State Route 166.

Opportunities for directional and blended transition curb ramps will be explored where reconstruction of existing or placement of new curb ramps is anticipated.

Comment from Geoffrey Wheeler

Comment 1:

Geoffrey Wheeler, May 24, 2024

Dear Lucas Marsalek, Caltrans Project Manager,

Regarding the repaving of Rte 166, I would like to advocate for the following:

- Implementation of the downtown active transportation plan that Caltrans participated in providing bicycle facilities on Main St from about Miller St. to Pine St. in Santa Maria.

- A round-about or peanut instead of signals at Highway 1, Obispo St, Flower Ave, Bonita School Road, Black Road and Sima Road. This will provide good traffic flow, traffic calming, and low maintenance. Roundabouts provide undelayed traffic flow and have fewer and less severe accidents. They require less maintenance than signalized intersections.

- A study showing the anticipated increase in speed of cars and trucks entering Guadalupe on Highway 1 due to a default green light. A study showing the anticipated increase in collisions due to higher speeds in Guadalupe. A study showing the increased pedestrian delay from installing a signal over the current stop signs.

- Traffic calming measures to keep the design speed in urban areas to 25 mph or less. Slowing speeds are safer.

- No additional lanes for anticipated future traffic - this will just induce demand and increase emissions and accidents. Plan for reduced car use, greater bicycle and transit use and fewer emissions. More lanes mean longer crossing distances for pedestrians and vehicles which mean longer red lights.

- Request for bicycle facilities under Highway 101 or mitigation by providing an underpass at the Bradley Chanel near Preisker Lane and Roemer Way connecting to Jim May Park.

- Regular sweeping and cleaning of pedestrian facilities under Highway 101.

- A bicycle crossing with detectors at Bradley Rd including a 2-way protected or buffered bike lane on S Bradly Rd. which is a one-way road. This will enhance a low-stress route to and from central Santa Maria. A protected movement for bicyclists and pedestrians (no right on red during pedestrian and bicycle movements).

- Written assurances of bicycle access to all signals during and after construction including bicycle timing and a limit line detection zone adjusted to detect bicycles in compliance with the CA MUTCD (California Manual for Uniform Traffic Control Devices) along with bicycle detector pavement markings.

- TTC (Temporary Traffic Control) for bicyclists, pedestrians and ADA in compliance with CA MUTCD. The repavement project and signal project on Rte 135 did/do not provide convenient, safe and ADA compliant pedestrian detours.

- Within urban areas, lane widths of 11' or less for traffic calming. 12' lanes are for 65 mph highways.

- Narrowing of road geometry with curb extensions (bulb outs) where feasible to comply with the new day-lighting law (no parking close to intersections to provide better visibility). This will also shorten pedestrian crossing distances (safer) and therefore reduce red light time.

- No curb-adjacent sidewalks; please provide parkways (grass and trees) between sidewalks and the roadway.

- Consideration of set back pedestrian crossings. This along with parkways will provide shorter crossing distances and better visibility; it's safer.

- Aesthetic bike racks in business districts. Car parking is provided, bicycle parking is needed. More riding bicycles means fewer people driving cars and less traffic and wear and tear on roads.

- Bike boxes for through and turn movements where appropriate.

- Green pavement paint in bike-car conflict zones.

- No right on red on Blosser and Russel. A study to replace the signal with a roundabout or a peanut.

- More frequent bus service with additional bus stops to reduce traffic demand.

- Regular inspection and sweeping of Rte 166 rural shoulder so that bikes and e-bikes become an attractive option for farm workers and other commuters. Having more people commute by public transit and bicycles will decrease the demand for parking in residential areas.

- Improved bicycle access to signals near Louie B's and easy access to the Town Center Parking Lot.

- A signalized Bike/Ped Crossing at Lincoln St.

- Transparency in the design process and community engagement in the design process.

- Project documents and drawings in a repository at the Santa Maria Public Library including the signal mandate studies.

- Thanks to Caltrans for all you do to keep Californians of all ages and abilities safely moving. I appreciate the opportunity to comment on this project.

Respectfully yours,
Geoffrey Wheeler
Active Transportation Advocate

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. The responses to your bullet points are in the corresponding bullet points below:

- Intersection crossing improvements for bicycles are currently proposed at Blosser Road, Depot Street, Pine Street, Broadway (State Route 135), and Miller Street. Additional bicycle crossing improvements at College Drive, Western Avenue, and Russell Avenue may be explored as part of a planned feasibility study for the area.

- Roundabouts were studied as part of the Intersection Control Evaluations (ICE) for these locations (State Route 1 and State Route 166, State Route 166 and Obispo Street, and State Route 166 and Black Road intersections) with proposed signalization. However, due to concerns including projected costs associated with construction, potential concerns with queueing in proximity to the nearby at-grade railroad crossing, and geometric constraints, roundabouts were not the recommended option for these locations. Roundabout opportunities at other locations, including Flower Avenue, Bonita School Road, and Sima Road, may be studied to determine possible implementation strategies.

- Studies related to projected speeds entering Guadalupe on State Route 1 through a green light, collisions due to speeds in Guadalupe, and pedestrian delay from signal installation may be explored for additional analysis.

- Traffic calming measures to keep design speeds in urban areas to 25 miles per hour or less may be explored for potential opportunities.

- Traffic operation studies recommended additional lanes due to projected traffic demands, especially when considering traffic growth from the Pasadera development. Without the additional lanes, future operations would be negatively impacted, and traffic flow would be less efficient.

- Bicycle facilities under U.S. Route 101 or an underpass at the Bradley Channel near Preisker Lane and Roemer Way connecting to Jim May Park may be explored as part of a planned feasibility study for the area.

- Sweeping of sidewalks and shoulders is scheduled by the division of maintenance. You may submit requests for maintenance using the Caltrans Customer Service Request Portal. Maintenance staff will evaluate the location for the requested service and schedule work as necessary.

- Bicycle intersection crossing improvements with detectors at Bradley Road, including a two-way protected or buffered bike lane on South Bradly Road, and protected movement for bicyclists and pedestrians (no right on red during pedestrian and bicycle movements) may be explored as part of a planned feasibility study for the area.

- Standard Temporary Traffic Control (TTC) for bicyclists and pedestrians, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), is anticipated for this project.

- Lane widths of 11 feet or less for traffic calming within urban areas may be explored as part of a planned feasibility study for the area. The existing lane and shoulder widths will be further studied during the Plans, Specifications, and Estimates phase and if space is available for Class 2 bicycle facilities, these may be incorporated dependent on the long-term plans the city and state have for bike and pedestrian circulation.

- Opportunities for narrowing road geometry using curb extensions (bulb outs) may be explored as part of a planned feasibility study for the area. Curb ramps that are scheduled to be replaced with this project may be evaluated for the applicability of these features.

- Parkways between sidewalks and roadways may be explored as part of a planned feasibility study for the area.

- Consideration for setback pedestrian crossings or advanced traffic stop bars may be explored as part of a planned feasibility study for the area.

- Some highway features are funded and supported by local agencies. Bike racks and trash cans (and bus service/bus stops) are some of these potential aspects.

- Bike boxes for through and turn movements, where appropriate, may be explored as part of a planned feasibility study for the area.

- Green pavement paint in bike-car conflict zones may be explored as part of a planned feasibility study for the area.

- "No Right on Red" signage at Blosser Road and Russell Avenue may be explored as part of a planned feasibility study for the area. Intersection Control Evaluations (ICE) for these locations may also be explored as part of a planned feasibility study for the area to determine a possible recommendation for a roundabout or peanut.

- Additional bus stops and bus signal prioritization may be explored as part of a planned feasibility study for the area.

- Inspection and sweeping of the State Route 166 shoulder in rural areas would be scheduled by the division of maintenance. Requests for maintenance may be submitted using the Caltrans Customer Service Request Portal. Maintenance staff will evaluate the location for the requested service and schedule work as necessary.

- Improved bicycle access to signals near Louie B's and increased accessibility to the Santa Maria Town Center Parking Lot may be explored as part of a planned feasibility study for the area.

- An Intersection Control Evaluation (ICE) for this location may be explored as part of a planned feasibility study for the area to determine a possible recommendation for a traffic signal.

- Transparency and community engagement in the design process will continue to be pursued.

Comment from Heather Deutsch

Comment 1:

Heather Deutsch, May 29, 2024

Dear Mr. Marsalek,

MOVE Santa Barbara County (MOVE) is providing comments to the 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) Initial Study. MOVE is a county-wide active transportation organization focused on the safe, convenient, enjoyable and equitable access to transportation systems for people who walk, bicycle and take transit. We represent tens of thousands of members and supporters who wish to see equitable access in our region and, speaking on behalf of these community members, we find fault with the project as proposed. Our general concerns include:

A lack of community engagement. MOVE was not made aware of this project until the Initial Study was announced on April 29. The Initial Study announcement linked to a website that was not active and the plans (once the website was available) were illegible. After multiple emails, legible plans were provided (only to us) on May 16, giving us limited time for review. The Initial Study states the virtual meeting would take place on April 24 and the deadline for public comment was May 16, whereas the public meeting took place on May 16 (a recording was not made available to the public) and the website states the deadline for comments is May 31. While we have taken the time to access and review these plans, we do not feel the larger community has been afforded the time and resources needed to understand and consider what is proposed.

A project that degrades the safety of pedestrians and bicyclists in Guadalupe. While we appreciate Capital Preventative Maintenance, the incorporation of new turn lanes at the intersections along Rt 166 in Guadalupe negatively affects pedestrians and bicyclists. Pedestrians must cross additional lanes, increasing their exposure to death and injury, and both bicyclists and pedestrians must contend with free right-turns, again, increasing their exposure to death and injury. The additional vehicle lanes are being proposed by eliminating the landscaped buffer between the roadway and sidewalk, which exists today and which is a safer design than what is proposed. The proposed bike lanes do not extend through the intersection and bicyclists must share the space with 5 vehicle lanes, protected by a thin line of white paint. Children are frequently present, as this is the only route to McKenzie School, ensuring that children will be most effected by this design and most likely to be killed or injured.

A project that does not enhance the safety of pedestrians and bicyclists in Santa Maria. Again, while we appreciate Capital Preventative Maintenance, Caltrans' plans include no facilities for people on bicycle nor additional crosswalk markings or safe crossing locations within Santa Maria. Caltrans' State Bicycle+Pedestrian Plan (Toward and Active California) states on page 42 that "Highway maintenance and rehabilitation projects present opportunities to add bicycle and pedestrian facilities such as creating Class II or Class IV bike lanes." In addition, the Santa Maria Downtown Multimodal Streetscape Concept Plan (2019) and the Downtown Specific Plan (2015) both provide design recommendations for Rt 166. Lastly, Caltrans regularly updates their "Main Street, California: A Guide for Fostering People-Centered State Highway Main Streets". Regardless of the considerable community outreach and direction associated with these plans and guidelines, this project provides no bicycle facilities and no pedestrian enhancements.

A project that prioritizes driver convenience over the safety of all others. While the Initial Study repeatedly says the intersection widenings are about improving safety, it specifies that they are in response to future demand (induced demand) and improving convenience. On page 11, the study notes "The flow of traffic is projected to deteriorate over time and, if left uncorrected, will reach unsatisfactory levels" and on page 16, it notes "If improvements are not made, traffic conditions will continue to worsen as the population grows." These are not safety issues, but issues related to driver's convenience.

We have conducted a line-by-line review of the Initial Study, but considering the lack of interest in community engagement and the continued focus on driver convenience over pedestrian and bicycle access and safety, we are not providing the details as we feel they are likely to fall on deaf ears. We can provide it, if necessary.

We request that the project design be reevaluated and that the Mitigated Negative Declaration not be adopted until the design is adjusted to enhance safety for all roadway users over the prioritization of convenience for drivers.

We are available to discuss our comments and suggestions further if you are interested.

Sincerely,

Heather Deutsch

Executive Director

MOVE Santa Barbara County

Response to comment 1: Thank you for your interest in the project and taking the time to provide feedback. As a part of early engagement for the GAPS-CAPM project, Caltrans staff worked with the Santa Barbara County

Association of Governments on the concept for the project consolidation from January to May 2023. Caltrans and the Santa Barbara County Association of Governments met with the city manager of the city of Guadalupe, along with the mayor and Councilmember Christina Hernandez to discuss a consolidated project and partnership with Caltrans. These meetings included the planning of the public engagement meeting held on January 31, 2024. As a part of public engagement efforts, a meeting was held on January 31 at 6:00 p.m. in Guadalupe City Hall. This event presented six different projects to the public and allowed time for dialog and comments between the public and Caltrans. This meeting was highly publicized within the city of Guadalupe and the city of Santa Maria. The city of Santa Maria has done a planning study for its downtown area and is currently looking into what is feasible for transportation in the downtown corridor. Caltrans is committed to engaging with its partners both within the city and the public to create the best product possible for the most people given the time, cost, and design.

The comment period for the document was 32 days long, which allowed for two extra days of commenting beyond what is required by CEQA. The webpage was active at 12:00 p.m. on April 29, and Caltrans notified MOVE Santa Barbara of this at that time. The design plans that were a part of the draft initial study must be ADA compliant per the Americans with Disabilities Act. It is Caltrans' intent to make the document legible to all interested parties. Higher-quality maps could not be placed directly on the webpage because they are not compliant under ADA but as stated in the comment, they were provided upon request directly to interested parties. Although there was an error in the document as to the date of the meeting and comment period, the 60 emails, 650 letters, newspaper announcements, three social media posts, the Caltrans project website, and the KSBY newspaper article all included the correct times and dates.

Locations with the addition of turn lanes are proposed to have signals with pedestrian phases. Bicyclists will have access to signalized locations with limit line detection. Pedestrians can activate the accessible pedestrian signal head by using the push button. These systems are put in place to provide a safe, reasonable experience for bikes and pedestrians who are crossing the highway. A Class 1 (Shared-Use Path) facility is proposed along the south side of State Route 166 from State Route 1 to Flower Avenue to help students commute to and from school using this buffered area, separating them from the roadway via a restored ditch. Intersection crossing improvements for bicyclists and pedestrians are proposed at multiple locations along State Route 166, including enhanced crosswalk visibility striping and bicycle conflict striping. A buffered planting zone between the sidewalk and roadway is also proposed along the north side of State Route 166 between the State Route 1 and State Route 166 intersection and Obispo Street, with this same opportunity between Obispo Street and Flower Avenue to be explored as well. The area along State Route 1, between Second Street and the State Route 1 and State Route 166 intersection, is a confined area

that limits options for proposed improvements. Of the options explored, the most effective way to improve the long-term operations of the intersection and the network as a whole would include the addition of a southbound left-turn lane to promote better traffic operations and efficient traffic flow through the intersection. A bicycle scramble signal phase is also proposed at the State Route 1 and State Route 166 intersection to allow for a movement dedicated to bicycle crossing.

Comment from: California Department of Fish and Wildlife

California Department of Fish and Wildlife, May 31, 2024

Dear Lucas Marsalek:

The California Department of Fish and Wildlife (CDFW) has reviewed the proposed Mitigated Negative Declaration (MND) from the California Department of Transportation (Caltrans) for the Guadalupe Active Partnership for Signalization and Capital Preventive Maintenance to Santa Maria (GAPS-CAPM; Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans

Objective: The proposed Project will improve pavement, upgrade, or replace 93 curb ramps to meet Americans with Disabilities Act standards, replace nine signs, and upgrade 1,637 linear feet of guardrail. Furthermore, the proposed Project will add 5,550 linear feet of sidewalk to the north and south sides of State Route 166 (SR-166), add 1.04 miles of Class 2 bike lanes on the eastbound and westbound lanes of State Route 166, and improve 2,000 linear feet of drainage features on the south side of State Route 166. The drainage improvements include sediment control features to reduce sediment buildup during increased flow events.

Three intersections and one railroad crossing will be improved as part of this proposed Project: State Route 166 and State Route 1 (State Route 1) Intersection, SR-166 and Obispo Street Intersection, SR-166 and Flower Avenue Intersection, and the Union Pacific Railroad at-grade crossing. The Project will upgrade transportation management systems, add turn lanes, raise a median, and add marking and striping.

Location: The Project is located on SR-166 and SR-1 in the Cities of Guadalupe and Santa Maria in Santa Barbara County. The Project extends between post miles 0.0 and 8.9 on SR-166 and between post miles 48.5 to 48.8. on SR-1. The Assessor's Parcel Numbers (APN) associated with the Project site include 113-070-025, 113-070-020, and 113-070-005.

Timeframe: The Project is anticipated to occur from November 2026 to August 2027.

Biological Setting: The Project site consists of vacant, agricultural, and residential land. The section of the Project from post miles 0.4 to 6.5 on SR-166 is mostly agricultural with a few agricultural service buildings. A portion of the Project takes place within the city of Gaudalupe, extending from post miles 48.8 to 48.5. The land in this area is residential, but most of the Project site is agricultural. Despite an increase in suburbanized acreage, the area remains mostly rural due in large part to abundant cropland.

The Project will occur within the Santa Maria River watershed. An unnamed intermittent stream flows through the Project site towards the Santa Maria River. Flow originates from agricultural fields located south of the Project site and flows westward along the south side of SR-166 before crossing north in a culvert under SR-166.

Four sensitive species plant studies and general reconnaissance-level wildlife surveys were conducted in 2023. The total size of the Biological Study Area is just under 166 acres, including 1.20 acres of impacted waters and riparian habitat. No sensitive vegetation communities were observed during appropriately timed floristic surveys, in part because of the large portion of farmland surrounding the Project site.

There is potential habitat for California red-legged frog (*Rana draytonii*; Endangered Species Act (ESA) threatened and California Species of Special Concern (SSC)) and southwestern pond turtle (*Actinemys pallida*; ESA proposed threatened and SSC) in the Project site. Additionally, CNDDB records show a likely extant population of western spadefoot (*Spea hammondii*; ESA proposed threatened and SSC) in the agricultural ditches adjacent to SR-166. Mitigation measures to avoid, minimize, and/or mitigate adverse Project impacts on California red-legged frogs, southwestern pond turtles, and nesting birds were incorporated into the Initial Study and MND.

COMMENTS AND RECOMMENDATIONS
CDFW offers the comments and recommendations below to assist Caltrans in adequately avoiding and/or mitigating the Project's impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

COMMENT #1: Impacts to Streams

Issue: The Project may impact unnamed streams within the Project site.

Specific impacts: Project construction, drainage modifications, and ground-disturbing activities as described in the MND may result in impacts to streams. Although the details of the modifications to streams are not clearly defined within the document**,** it states that a Lake and Streambed Alteration (LSA) Agreement may be required.

Why impact would occur: The MND states that drainage systems will be changed along SR-166, with some portions being converted to closed culverts and others being modified. Based on *Appendix C. Project Design Maps* in the Initial Study of the MND, the project footprint includes at least two unnamed tributaries. However, *Appendix D. Biological Impact Areas* does not identify streams within post miles 5-5.1 and 3.7-3.8 as impacted locations. In addition, on page four in the *Drainage* section of the Initial Study, the Project description also references sediment control features and a restoration ditch but does not provide specific details about these features. Without further details on potential location and extent of potential stream impacts, CDFW is concerned that Project activities may result in varying levels of impact to stream channels.

Evidence impact would be significant: CDFW exercises its regulatory authority as provided by Fish and Game Code section 1600 et seq. to conserve fish and wildlife resources which include rivers, streams, or lakes and associated natural communities. Fish and Game Code section 1602

requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

1. Divert or obstruct the natural flow of any river, stream, or lake;
2. Change the bed, channel, or bank of any river, stream, or lake;
3. Use material from any river, stream, or lake; or,
4. Deposit or dispose of material into any river, stream, or lake.

The Project may adversely affect the existing streams directly east of the Project site. Inadequate avoidance and mitigation measures will result in the Project continuing to have a substantial adverse direct and cumulative 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 CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: Project Design Plans – Caltrans should revise the MND to include maps indicating the streams that will be impacted directly by construction activities and include detailed descriptions of the sediment control features that include the location and area (acres) of the activities.

Mitigation Measure #1: LSA – The Project proponent shall notify CDFW pursuant to Fish and Game Code section 1602. The LSA notification shall include a hydrology report which evaluates potential scour or erosion due to a 100, 50, 25, 10, 5, and 2-year frequency storm events for existing and proposed conditions. If an LSA agreement is issued by CDFW, Caltrans shall follow the avoidance, minimization, and mitigation measures required. Please visit CDFW's Lake and Streambed Alteration Program1 webpage for more information (CDFW 2024a).

Mitigation Measure #2: **Mitigation –** If impacts to streams are unavoidable, Caltrans shall provide compensatory mitigation for impacts on streams and associated plant communities. Any off-site mitigation should occur where a stream supports the same plant communities impacted by the project and preferably within the same watershed.

COMMENT # 2: Wildlife Connectivity

Issue: The Project may impact wildlife connectivity. **Specific Impact:** Project activities may have the potential to significantly impact wildlife movement of native resident wildlife species, such as the California red-legged frog (*Rana draytonii*), southwestern pond turtle (*Actinemys pallida*), and western spadefoot (*Spea hammondii*), by replacing natural bottomed streams with a culvert.

Why impact would occur: It is unclear whether wildlife connectivity was analyzed and taken into consideration when creating additional drainage structures. Streams, including drainage ditches, provide wildlife habitat and movement corridors (Sánchez-Montoya et al., 2023). Converting the drainage ditches to pipes will eliminate habitat which includes native substrate and vegetation. The usage of incorrect pipes can be non-conducive to wildlife movement due to the lack of natural substrate, increased depth and velocities of flow, and lack of light within the pipes (Jackson and Griffin, 2000). Limiting movement and passage of species can lead to the reduction of genetic fitness in populations making them more vulnerable to changing or extreme conditions, the inability for populations to recolonize habitat after disturbance events (e.g., fires, floods, droughts), the loss of resident wildlife populations by altered community structure (e.g., species composition, distribution), and/or partial or complete loss of populations of migrant species due to blocked access to critical habitats (CDFW, 2009; Haddad et al., 2015; Nicholson et al., 2006). The drainage ditches may be utilized by a variety of species and their enclosure may result in a loss of usable habitat and an increase in fragmentation.

The ecological footprint of roads extends beyond its physical footprint due to road mortality, habitat fragmentation, and indirect impacts (Spencer et al, 2010).

Evidence impact would be significant: Changes to hydrology and channel morphology, both within a project area and downstream, are reasonable potential direct and indirect physical changes in the environment. Said changes and their potential impacts on biological resources should be analyzed and disclosed in an environmental document. Adequate disclosure is necessary for CDFW to assist a lead agency in adequately identifying, avoiding, and/or mitigating a project's significant, or potentially significant, direct, and indirect impacts on biological resources. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in a continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW, USFWS, and/or National Marine Fisheries Service (NMFS). This is a potentially significant impact under CEQA that should have been analyzed and addressed (CEQA Guidelines § 15071(e)).

Recommended Potentially Feasible Mitigation Measure(s)

Mitigation Measure #3: Wildlife Connectivity – The Project proponent shall install culverts designed to ensure that wildlife can safely and easily utilize the culvert systems for passage. All culverts installed as part of this project shall follow *Measures to Reduce Road Impacts on Amphibians and Reptiles in California: Best Management Practices and Technical Guidance* dated March 2021 found at: Measures to Reduce Road Impacts on Amphibians and

Reptiles in California2 (DOT 2021). Culverts shall be placed below grade, sized to at least 100-year flow capacity, and installed at the appropriate invert to avoid future perching or scour. Rock slope protection at inlet and outlet of the culverts shall be avoided.

Recommendation #2 - Project Design – Caltrans should revise the Project design to maintain agricultural ditches or incorporate ditch restoration near the locations where piped material is being installed.

COMMENT #3: Impacts on California Species of Special Concern

Issue: The Project may impact several SSC that utilize the natural resources within the Project site.

Specific impacts: Direct impacts to wildlife designated as SSC could result in the form of trampling and crushing from Project construction activities, including equipment staging, mobilization, grading, and vegetation clearing. Project activities such as vegetation removal will also result in habitat destruction. This project could result in the loss of California red-legged frog (*Rana draytonii*), southwestern pond turtle (*Actinemys pallida*), and western spadefoot (*Spea hammondii*) within the Project area.

Why impact would occur: The Initial Study and MND state that the Project site provides marginal habitat for these SSC species. Although these species were not observed during the general survey it should not exclude the possibility of these species being present during Project activities given that marginal habitat is present. One unknown turtle was observed and although it was not confirmed to be a southwestern pond turtle, that possibility cannot be ruled out. A CNDDB query showed a presumed extant population of western spadefoot within the Project vicinity. As direct surveys for this species have not been conducted as part of this Project, it is possible that individuals may inhabit the Project area. Without appropriate avoidance or minimization measures, the Project may continue to impact SSC through direct harm and/or loss of occupied habitat.

Evidence impact would be significant: A California SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- if the species is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- if the species is listed as threatened or endangered under ESA-, but not CESA-, threatened, or endangered;
- if the species meets the State definition of threatened or endangered but has not formally been listed;

- if the species is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and,

- if naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA-threatened or -endangered status (CDFW 2024a).

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC that can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). The MND does not provide mitigation for potential impacts on SSC. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #4: Western Spadefoot – The Project proponent shall ensure that a qualified biologist conducts focused preconstruction surveys to determine the presence of the western spadefoot prior to onset of project activities. Any of these species that are found in the area prior to construction shall be relocated to a suitable habitat area outside of the construction site by a qualified biologist with all required permits. The results of the survey shall be sent to CDFW within one week of survey completion.

Mitigation Measure #5: Wildlife Relocation and Avoidance Plan - The Project proponent shall retain a qualified biologist to prepare a Wildlife Relocation and Avoidance Plan. The Wildlife Relocation and Avoidance Plan shall describe all SSC that could occur within the project site and proper avoidance, handling, and relocation protocols. The Wildlife Relocation Plan shall include species-specific avoidance buffers and suitable relocation areas at least 200 feet outside of the project site.

Mitigation Measure #6: Biological Monitor - To avoid direct injury and mortality of SSC, the Project proponent shall have a qualified biologist on site to move out of harm's way wildlife of low mobility that would be injured or killed. Wildlife shall be protected and allowed to move away on its own in a passive manner. In areas where an SSC was found, work may only occur in these areas after a qualified biologist has determined it is safe to do so. The qualified biologist shall advise workers to proceed with caution near flagged areas. A qualified biologist shall be on site daily during initial ground- and habitat-disturbing activities and vegetation removal. Then, the qualified

biologist shall be on site weekly or bi-weekly (once every 2 weeks) for the remainder of the Project until the cessation of all ground-disturbing activities to ensure that no wildlife of any kind is harmed.

Mitigation Measure #7: Permits - The Project proponent shall retain a qualified biologist with appropriate handling permits, or should obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with project construction and activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003).

Mitigation Measure #8: Negatively Impacted SSC - If any SSC are harmed during relocation or a dead or injured animal is found, work in the immediate area shall stop immediately, the qualified biologist shall be notified, and dead or injured wildlife documented immediately. A formal report shall be sent to CDFW within three calendar days of the incident or finding. The report shall include the date, time of the finding or incident (if known), and location of the carcass or injured animal and circumstances of its death or injury (if known). Work in the immediate area may only resume once the proper notifications have been made and additional mitigation measures have been identified to prevent additional injury or death.

COMMENT #4: Impacts to Nesting Birds and Raptors

Issue: The mitigation measure and its timing proposed in the MND may not be sufficient to minimize Project impacts on nesting birds and raptors.

Specific impact: Project activities may result in mortality, injury, or disturbance to individual birds and raptors present within the Project site. Additionally, Project activities during breeding season of nesting birds could result in nest abandonment and/or incidental loss of fertile eggs or nestlings.

Why impact would occur: Various bird species and sign were observed during the general survey. While no nests were present on site, it is likely that during breeding season nests may be found on the ground, in the trees, or within small shrubs. The MND provides a mitigation measure that describes a minimum buffer and a time window when buffers are required as well as activities such as vegetation removal can occur. The minimum buffer is defined as 100 feet around any active nests that are discovered within the Project area. With a buffer of 100 feet, eggs and nestlings of certain species may continue to be impacted by noise disturbances, increased human activity, increased lighting, dust, vegetation clearing, ground-disturbing activities (e.g., staging, access, resurfacing), and vibrations caused by heavy equipment. If a buffer zone is not appropriately sized, any active nests may also be encroached upon or destroyed. This measure and activities such as vegetation removal must be properly timed to minimize impacts to nesting

birds. Moreover, Project activities that are incorrectly timed or in close proximity to an active nest may result in incidental take of individual eggs or nestlings within the nest. Project disturbance activities could result in mortality or injury to nestlings, as well temporary or long-term loss of suitable foraging habitats. The qualified biologist should determine the minimum buffer required to prevent any loss and do so during the appropriate time of year.

Evidence impact may be significant: Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.

Recommended Potentially Feasible Mitigation Measure(s)

Mitigation Measure #9: Nesting Birds and Raptors. CDFW recommends Caltrans revise BIO-19 by incorporating the underlined language and removing the language with strikethrough:

BIO-19: Before construction, vegetation removal shall be scheduled to occur from September 16 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts on nesting birds. If vegetation trimming, vegetation removal, or other construction activities are proposed to occur during the nesting season (peak nesting season occurs February 1 to September 15), two nesting bird surveys shall occur during the one (1)-week period prior to the initiation of Project activities, with the last survey being conducted no more than 72 hours prior to Project activities. If project activities occur between nesting bird season, one nesting bird survey shall occur within 72 hours of project activities. 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. A qualified biologist shall be onsite daily to monitor all existing nests, the efficacy of established buffers, and to document any new nesting occurrences. The qualified biologist shall document the status of all existing nests, including the stage of reproduction and the expected fledge date. If a nest is suspected to have been abandoned or failed, the qualified biologist shall monitor the nest for a minimum of one hour (four hours for raptors), uninterrupted, during favorable field conditions. If no activity is observed during that time, the qualified biologist may approach the nest to assess the status.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database (i.e., California Natural Diversity Database) which may be used to make subsequent or

supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms (CDFW 2024b). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2024d).

MITIGATION AND MONITORING REPORTING PLAN

CDFW recommends updating the MND's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments [Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15126.4(a)(2)]. As such, CDFW has provided comments and recommendations to assist Caltrans in developing mitigation measures that are (1) consistent with CEQA Guidelines section 15126.4; (2) specific; (3) detailed (i.e., responsible party, timing, specific actions, location), and (4) clear for a measure to be fully enforceable and implemented successfully via mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). Caltrans is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided Caltrans with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A).

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by Caltrans and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)].

Questions regarding this letter or further coordination should be direct to Connor Basile, Environmental Scientist, at Joseph.Basile@wildlife.ca.gov or (858) 203-5872.

Sincerely,
Heather A. Pert
Environmental Program Manager
South Coast Region

ec: Jennifer Turner, CDFW
Erika Cleugh, CDFW
Connor Basile, CDFW

Response to comments: Thank you for your interest in the project and taking the time to provide feedback. Caltrans has responded to each of the four comments individually below.

Response to comment 1: Avoidance and Minimization Measure BIO-27 includes “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.” Caltrans does not anticipate impacts to any agricultural ditches within post mile 5-5.1 or post mile 3.7-3.8. The ditches within post mile 5-5.1 or post mile 3.7-3.8 will be delineated on the plans and mapped as appropriate Environmentally Sensitive Area exclusion areas for avoidance and will be included on the project plans during the design phase. The sediment control features will be looked at in further detail in the next stage of the project design process. Project elements will help to alleviate sediment buildup in the culverts and reduce culvert clogging. Some of these elements will include a greater ditch width and depth to allow for sediment settling and planting in and along the ditches to help trap sediment before it reaches the culvert.

Response to comment 2: Caltrans: The agricultural ditches present within the project area are unnatural aquatic features within a heavy agriculture area and support little to no native vegetation. Soil from the agricultural ditches has sedimented in many of the existing culverts and pesticides/herbicides are frequently used. Approximately 350 linear feet of existing agricultural ditches will be culverted. These locations will not be continuous and will be 24 inches in diameter so as not to inhibit wildlife connectivity. Except for 340 linear feet, all other culverted areas will be extensions of existing culverts. Approximately 2,700 linear feet of agricultural ditches will be realigned because of project activities. Realigned ditches will be widened and restored with appropriate vegetation to enhance habitat for wildlife connectivity and improve water quality.

Response to comment 3: Western spadefoot toad: The soil within the project area is heavily compacted and subjected to consistent and heavy vehicle traffic and agricultural disturbances. The soil does not support suitable burrowing habitat for the western spadefoot toad, and the species was not observed during surveys.

California red-legged frog and southwestern pond turtle: Implementation of the avoidance and minimization measures provided with the California Red-Legged Frog Programmatic Biological Opinion are expected to be similar for the southwestern pond turtle. Additional measures may be added during formal consultation with the U.S. Fish and Wildlife Service.

Response to comment 4: Measure BIO-19 has been updated to reflect nesting buffer distance. Caltrans has standard specifications that are used statewide and describe the nesting season as February 1 to September 30.

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 0.0-8.9 and 05-SB-1-PM 48.9-49.3
Project ID Number: 0519000093