

	INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION EA 2020-0002 (Los Verjeles Road Bridge Replacement Project)
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Project Title: Environmental Assessment EA 2020-0002 (Los Verjeles Road Bridge Replacement Project)

Lead Agency Name and Address: County of Yuba
Planning Department
915 8th Street, Suite 123
Marysville, CA 95901

Project Location: Los Verjeles Road over South Honcut Creek

Contact Person: Ciara Fisher, Planner II

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Project Description

The County is planning to replace the Bridge No. 16C0026 on Los Verjeles Road Bridge over South Honcut Creek. The County has nominated this bridge for replacement under the federal-aid Highway Bridge Program administered by the Federal Highway Administration through California Department of Transportation (Caltrans) Local Assistance. The existing bridge is a single-span concrete bridge on a two-lane road and is structurally deficient. The proposed project will improve public safety and road usefulness by replacing a currently load-limited and deficient structure. The new bridge will meet current design standards of Yuba County, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans.

The proposed project area is located approximately 4.5 miles northeast of the community of Loma Rica in Yuba County, California. It includes the Los Verjeles Road Bridge crossing South Honcut Creek and areas east and west of the existing bridge along Iowa City Road. It is shown on the Oregon House, California 7.5-minute U.S. Geological Survey (USGS) quadrangle in Township 17N and 18N, Range 5E, Sections 1 and 36. The approximate center of the study area is located at latitude 39.367980°, longitude -121.372068° (National American Datum 83).

The existing Los Verjeles Road Bridge over South Honcut Creek, constructed in 1940, is a single-span open spandrel reinforced concrete arch structure spanning a narrow creek. All existing footings appear to be founded on rock. The stream channel at this location is a steep to very steep U-shape with extensive rock outcroppings along both banks. The area immediately along the stream is a narrow rock walled channel. The observed rock appears hard with very little overburden material (soil/colluvium/alluvium) visible. The bridge is designated as a Category 5 bridge in the Caltrans Historic Bridge Inventory-Local Agency and has been determined to be ineligible for listing in the National Register of Historic Places. The existing

bridge is located at the low point of a sharp vertical curve in Los Verjeles Road. This vertical curve has a very low design speed (less than 25 mph). The existing bridge has a Sufficiency Rating of 28.3 making it eligible for replacement under the Highway Bridge Program. Due to the low Sufficiency Rating, Functionally Obsolete status, and substandard approach roadway geometry, the County intends to replace the existing bridge.

The new bridge will be approximately 110 feet long and approximately 36 feet and 0 inches wide, outside to outside (Figure 1). The proposed bridge width will accommodate the traveled way consisting of two 12-foot-wide lanes, 4-foot-wide shoulders, and concrete barriers. A single span alternative is planned. The bridge superstructure is anticipated to consist of a concrete deck on precast girders. The abutments will be supported by spread footings founded on rock. It is unknown at this time whether or not rock excavation will require blasting. Falsework will not be required in the creek.

The roadway approaches on both sides will be reconstructed and widened in order to tie into the new bridge. The widened and reconstructed roadway will extend approximately 525 feet on the north side and 500 feet on the south side of the bridge.

The road profile will provide the desired design speed of 35 mph. The cuts and fills for the roadway approaches may necessitate borrow material imported from an AB 3098 SMARA Eligible source. The new profile will provide over 2 feet of freeboard above the 100-year water surface elevation (100-year storm event).

Retaining walls are proposed along both the north and south abutments. On the southeast corner of the bridge, a retaining wall will extend approximately 85 feet south from the abutment and parallel to the road. On the southwest corner of the bridge, a retaining wall will extend approximately 120 feet south from the abutment and parallel to the road. On the northeast corner of the bridge, a retaining wall will extend approximately 145 feet north from the abutment and parallel to the road. On the northwest corner of the bridge, a retaining wall or wingwall will extend approximately 85 feet north from the abutment and parallel to the road.

Roadside drainage will be collected in catch basins located at each corner of the proposed bridge. It is anticipated that the collected runoff from the catch basins will be piped to new storm drain outfalls (a total of four new outfalls) and discharged into the creek.

Construction will require clearing and grubbing, including tree removal. Construction will include excavation for the new bridge abutments, and the new abutment spread footing foundations; and placing fill on both the approaches. The maximum depth of excavation for the bridge abutments and retaining walls will be determined by the geotechnical report, and is expected to range from 10 to 15 feet. Rock slope protection (RSP) and fabric will be keyed into the original grade at a depth of approximately 2 feet around both abutments. It is anticipated that construction within the ordinary high water mark (OHWM) of South Honcut Creek will not be necessary. Diversion of South Honcut Creek or dewatering of portions of the creek channel is not anticipated.

Temporary hydroseeding with fiber rolls shall be installed during construction on slopes that are 3:1 or steeper and are more than 4 feet high. Temporary silt fencing will be installed along the ordinary high water mark of South Honcut Creek and around the perimeter of the staging area. Silt fences will be installed and maintained so that passage of sediment beyond the fence does not occur.

All staging of construction equipment will be confined to paved or graveled surfaces along the existing alignment of Los Verjeles Road. Best management practices (BMPs) will be implemented during construction to prevent concrete or other materials from entering South Honcut Creek. General bridge construction equipment expected to be used includes, but is not limited to: haul trucks, cranes, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles. The replacement bridge will be constructed in a single stage which will require closing Los Verjeles Road to through traffic for the duration of construction.

Utilities

No public utilities are anticipated to be relocated as part of this project. No modification to, or alteration of, the existing stream gage located northeast of the existing bridge is anticipated.

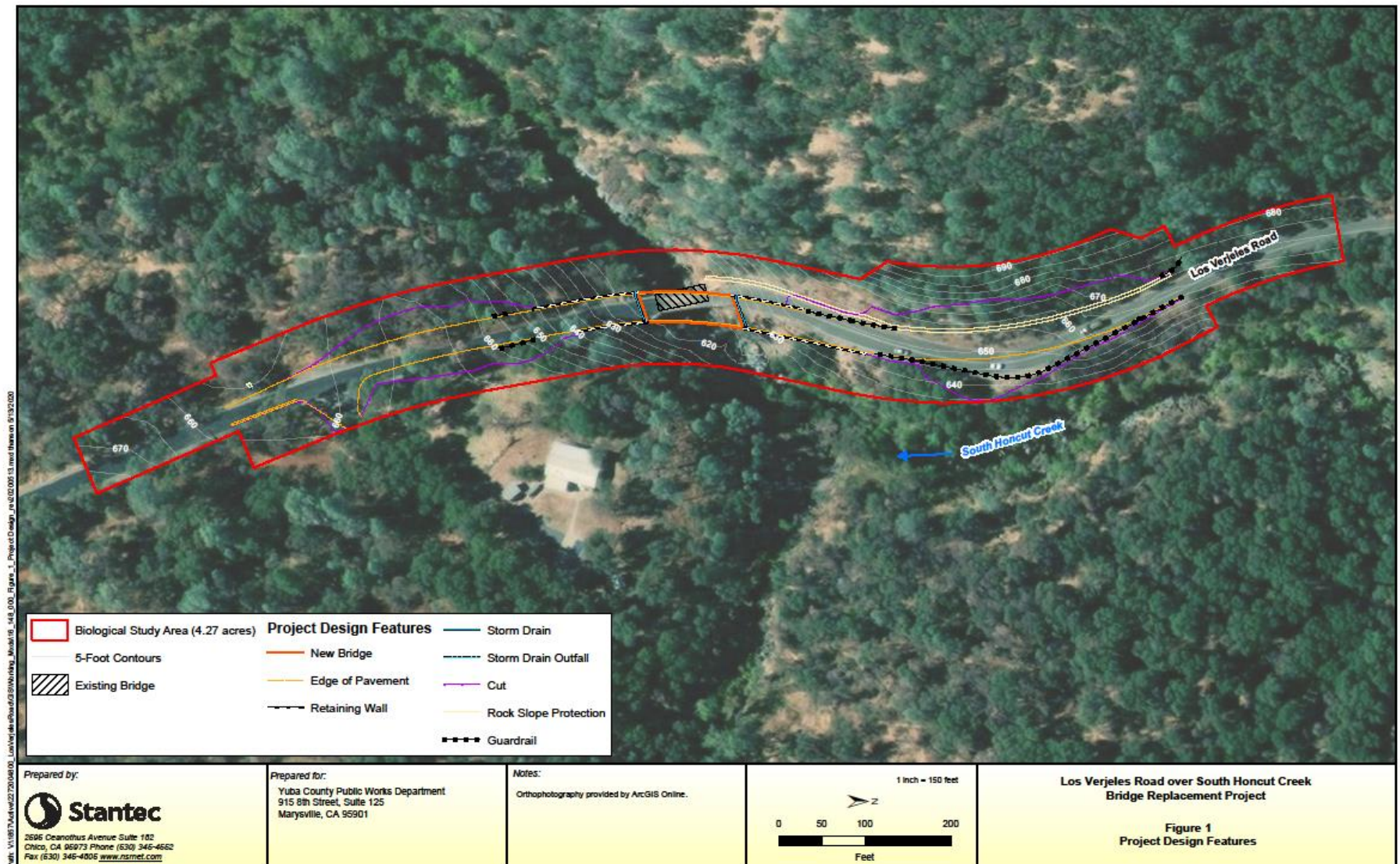
Detour

The existing roadway will be required to be closed to through traffic during bridge construction. Through traffic will be required to detour via two alternative routes: La Porte Road to Honcut Road to Fruitland Road to Loma Rica Road to the west or La Porte Road to Willow Glenn Road to Marysville Road to Loma Rica Road to the east, a detour of approximately 15 or 25 miles respectively.

Bridge Removal

The existing bridge will be removed during construction of the new bridge. A temporary trestle will need to span across the creek beneath the existing bridge to catch falling debris during demolition. It is anticipated that this trestle will be constructed through the use of steel beams spanning entirely across the creek, avoiding supports and impacts within the creek. The contractor will have the option of when to demolish the existing bridge during the construction of the new bridge within environmental work windows. The existing bridge abutments and approach roadways are to be removed.

Figure 1: Project Design Features



Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages:

- | | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture & Forestry Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☒ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation/Traffic | ☒ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | |

- ☒ Mandatory Findings of Significance

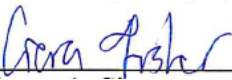
DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	
Planner's Signature	Date
Ciara Fisher	
Planner II	

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Environmental Assessment EA 2020-0002 (Los Verjeles Road Bridge Replacement Project), as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, development code). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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 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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a) *Less than Significant* – Scenic vistas in the project vicinity generally consist of rolling hills and roadways that will not change as a result of the bridge replacement project.. The proposed bridgework would not deviate atheistically from what currently exists on Los Verjeles Road.

b) *Less than Significant* –There will be no substantial effects to rock outcroppings, historic buildings, or trees and the project site is not on a state scenic highway.

c) *No Impact* – As discussed in a) above, the existing visual characteristics of the project site would not be significantly altered by the project. There would be no change in the existing visual character or quality of the site and its surroundings.

d) *No Impact* – The proposed project would be conducted during daytime hours; no nighttime construction is proposed. No temporary or permanent lighting is proposed. There would be no effect on nighttime views.

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

Discussion/Conclusion/Mitigation:

a) *No Impact* – The proposed project is a bridge replacement project. Nearly all project activity is in the existing right-of-way and no farmland conversion would be needed for this project. Therefore, no loss or conversion of farmland would result from the proposed project.

b) *No Impact* – The project area, consisting predominately of public roadways, is designated Rural Community by the Yuba County 2030 General Plan. The surrounding project zoning is “RPR” Resource Preservation and Recreation and “AE-4” Exclusive Agricultural, 40 acres minimum District. The proposed project is consistent with the General Plan and zoning. The property is not under a Williamson Act contract, as Yuba County has not established a Williamson Act program.

c) *No Impact* – The project does not involve any activities that would result in a rezone or loss of a Timberland Preservation Zone. The long-term use of the property will remain as a road.

d) *No Impact*- As discussed in the above Environmental Setting section, the proposed project is not located in an area that contains forestland. No conversion of forests would occur because of the project.

e) *No Impact*- The project consists of replacing a structurally deficient bridge. Nothing related to the project will lead to the conversion of any type of viable agricultural land.

III. AIR QUALITY

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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – In 2010, an update to the 1994 Air Quality Attainment Plan was prepared for the Northern Sacramento Valley Air Basin (NSVAB), which includes Yuba County. The plan proposes rules and regulations that would limit the amount of certain emissions, in accordance with the 1994 State Implementation Plan (SIP). The 2010 update summarizes the feasible control measure adoption status of each air district in the NSVAB, including the Feather River Air Quality Management District (FRAQMD). The 2010 update was adopted by the FRAQMD, and development proposed by the project would be required to comply with its provisions.

The Air Quality Attainment Plan also deals with emissions from mobile sources, primarily motor vehicles and construction equipment with internal combustion engines. Data in the Plan, which was incorporated in the SIP, are based on the most currently available growth and control data. As is stated in the guidelines of FRAQMD, projects are considered to have a significant impact on air quality if they reach emission levels of at least 25 pounds per day of reactive organic gases (ROG), 25 pounds per day of nitrogen oxides (NOx), and/or 80 pounds per day for PM10. FRAQMD recommends that Type 2 District projects, like a road construction/rehabilitation project, use a District recommended land use model to calculate project related emissions.

In May 2019 a project air quality analysis was performed using the CalEEMod air quality emissions calculator to determine project daily impacts to ROG; NOx; PM10; and PM2.5. The CalEEMod analysis was based on a 30-day project construction length, a project construction impact of 0.20 acres, and that twice-daily project watering would occur at the construction site. The resulting analysis determined that the project daily emission levels were: ROG 0.17 lbs/day; NOx 1.21 lbs/day; PM10 0.087 lbs/day; and PM2.5 0.87lbs/day. The CalEEMod emission

analysis demonstrates that project related air quality emissions would not substantially add to the Air Quality Attainment Plan and FRAQMD thresholds. Therefore, impacts to air quality plans would be less than significant.

b) *Less Than Significant Impact* – The California Air Resources Board provides information on the attainment status of counties regarding ambient air quality standards for certain pollutants, as established by the federal and/or state government.

As of 2004, Yuba County is in non-attainment status for State and national (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀).

As discussed above in Section A, under the guidelines of FRAQMD projects are considered to have a significant impact on air quality if they reach emission levels of at least 25 pounds per day of reactive organic gases (ROG), 25 pounds per day of nitrogen oxides (NO_x), and/or 80 pounds per day for PM₁₀. ROG and NO_x are ingredients for ozone. The CalEEMod analysis shows the project is below the PM₁₀ threshold. The proposed project does not result in any new development or have an operational emissions phase and would not contribute substantially to the existing non-attainment status for ozone and PM₁₀.

c) *Less Than Significant with Mitigation Incorporated* – As previously noted, the project proposes a bridge replacement along Los Verjeles Road. There is no future development associated with the project. The only air emissions associated with the project are emissions associated with project construction and idling vehicular traffic associated with construction traffic delays. The proposed project does not exceed any daily air quality thresholds. Nevertheless, Yuba County currently is in non-attainment status for State and federal (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀). Therefore, any pollutant contribution may be considered cumulatively considerable, especially when included with emissions from other proposed projects in the County.

The FRAQMD has a list of standard construction-phase Mitigation Measures that apply to all projects. Also, FRAQMD has established a list of Fugitive Dust Control Mitigation Measures applicable to construction activities, from its Indirect Source Review Guidelines. Based on these, the following Mitigation Measures shall be implemented.

Mitigation Measures:

MM 3.1 The most current FRAQMD Standard Mitigation Measures applicable to construction activities shall be incorporated as part of the project.

MM 3.2 To mitigate impacts of construction vehicle and equipment emissions during construction, the following Mitigation Measures shall be incorporated as part of the project and included in all construction bid documents:

1. Water inactive construction sites and exposed stockpile sites at least twice daily.
2. Pursuant to California Vehicle Code, all trucks hauling soil and other loose material to and from the construction site shall be covered or should maintain at least 6 inches of freeboard (i.e. minimum vertical distance between top of load and the trailer).
3. Any topsoil that is removed for the construction operation shall be stored on-site in piles not to exceed 4 feet in height to allow development of microorganisms prior to

replacement of soil in the construction area. These topsoil piles shall be clearly marked and flagged. Topsoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.

4. All stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces shall be watered, as necessary, to reduce airborne dust.

Implementation of **MM 3.1 and 3.2** would further reduce potential pollutant emissions of the project, and further minimize any cumulative impact. Impacts after mitigation would be less than significant.

d) *No Impact* – The project would not allow activities that generate odors considered objectionable. Furthermore, the project is located in a rural area, and as noted above, any odors generated by the project would be temporary and consistent with odors emitted from the surrounding rural residences.

IV. BIOLOGICAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a, b, c, d) *Less Than Significant With Mitigation Incorporated*: Stantec Environmental prepared a Natural Environment Study to evaluate the potential effects of implementation of the proposed Los Verjeles Road over South Honcut Creek Bridge (No. 16C0026) Replacement Project (project) on special-status plant and animal species, waters of the United States, and other sensitive biological resources (e.g., nesting birds) and below are the results of the study.

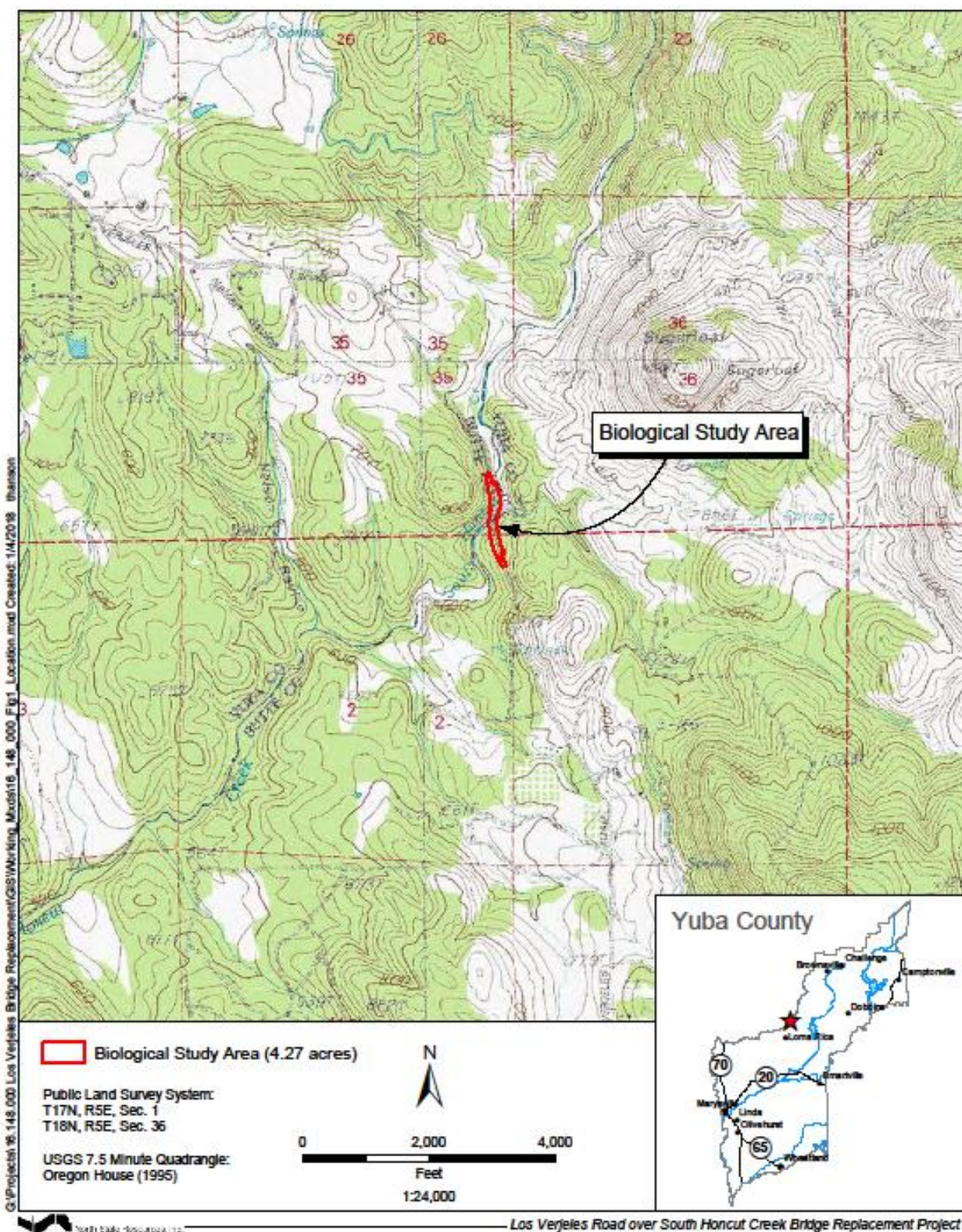
Informational Review

After a review of special-status plant species records in the region, and surveys conducted on September 12, and November 22, 2017, it was determined that no special-status plant species are likely to occur in the biological study area (BSA) (Figure 2) . Based on the review of habitat

requirements and the results of the field assessments, it was determined that 9 special-status animal species could be affected by the project including: foothill yellow-legged frog (*Rana boylei*), western pond turtle (*Actinemys marmorata*), long-eared owl (*Asio otus*), white-tailed kite (*Elanus leucurus*), yellow warbler (*Dendroica eteuchiae*), yellow-breasted chat (*Icteria virens*), pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillei*), and ring-tailed cat (*Bassariscus astutus*). Potential impacts and recommended avoidance and minimization measures for the species listed above are addressed in this report.

A delineation of waters of the United States determined that potential waters of the United States in the BSA include a riparian wetland and perennial stream. These features occupy a total of 0.004 acre of the BSA. Project implementation would not result in temporary or permanent impacts on potential waters of the United States.

Figure 2: Biological Study Area



Mitigation Measures

Mitigation measures will be incorporated into the project to minimize the potential for adverse effects on sensitive biological resources. These conservation measures are identified below.

MM 4.1 – Erosion and Sedimentation Control

Erosion control measures will be implemented during construction of the project. These measures shall conform to the appropriate erosion/sedimentation control provisions contained in the Caltrans Standard Specifications and the Special Provisions included in the contract for the project. Such provisions shall include the preparation of a Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP), which describes and illustrates placement of BMPs at the project site.

Erosion control measures to be included in the SWPPP or WPCP include the following:

- To the maximum extent practicable, activities that increase the erosion potential in the project area shall be restricted to the relatively dry summer and early fall period to minimize the potential for rainfall events to transport sediment to surface water features (e.g. streams, ditches). If these activities must take place during the late fall, winter, or spring, temporary erosion and sediment control structures shall be in place and operational at the end of each construction day and shall be maintained until permanent erosion control structures are in place.
- Vegetation clearing and ground-disturbing activities shall be limited to the minimum area necessary for project implementation.
- Within 10 days of completion of construction in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, weed-free mulch shall be applied to disturbed areas to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50 percent probability of rain within the next 24 hours, as forecasted by the National Weather Service, weed-free mulch shall be applied to all exposed areas at the completion of the day's activities. Soils shall not be left exposed during the rainy season.
- Suitable BMPs shall be implemented, such as placing silt fences, straw wattles, or catch basins below all construction activities at the edge of surface water features to intercept sediment before it reaches the waterway. These structures shall be installed prior to any clearing or grading activities. Products with plastic monofilament or cross joints in the netting that are bound/stitched (such as found in straw wattles/fiber rolls and some erosion control blankets) which may cause entrapment of wildlife shall not be allowed.
- If spoil sites are used, they shall be placed where they do not drain directly into a surface water feature (to the maximum extent practicable). If a spoil site would drain into a surface water feature, appropriate BMPs shall be constructed to intercept sediment before it reaches the feature. Spoil sites shall be graded to reduce the potential for erosion.
- Sediment control measures shall be in place prior to any rain event and shall be monitored and maintained in good working condition until disturbed areas have been revegetated.

MM 4.2 – Prevention of Accidental Spills

Construction specifications shall include the following measures to minimize the potential for adverse effects resulting from accidental spills of pollutants (e.g., fuel, oil, grease):

- A site-specific spill prevention plan shall be implemented for potentially hazardous materials. The plan shall include the proper handling and storage of all potentially hazardous materials, as well as the proper procedures for cleaning up and reporting any spills. If necessary, containment berms shall be constructed to prevent spilled materials from reaching surface water features.

MM 4.3 – Air Quality/Dust Control

- The construction bid documents shall include provisions that the contractor shall implement a dust control program to limit fugitive dust emissions. The dust control program shall include, but not be limited to, the following elements, as appropriate:
- Water inactive construction sites and exposed stockpiles at least twice daily or until soils are stable.
- Pursuant to California Vehicle Code, all trucks hauling soil and other loose material to and from the construction site shall be covered or should maintain at least 6 inches of freeboard (i.e., minimum vertical distance between the top of the load and the trailer).
- Any topsoil removed during construction shall be stored on-site in piles no higher than 4 feet to allow development of microorganisms prior to replacing the soil in the construction area. The topsoil piles shall be clearly marked and flagged. Topsoil piles that will not immediately be used in the construction area shall be covered or revegetated with a non-persistent erosion control mixture.
- All stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces shall be watered, as necessary, to reduce airborne dust.

MM 4.4 – Prevention of Spread of Invasive Species

The following measures shall be implemented to reduce the potential for the spread of invasive plants:

- All equipment used for off-road construction activities shall be weed-free prior to entering the project area.
- Any mulches or fill used shall be weed free.
- Any seed mixes or other vegetative material used for revegetation of disturbed sites shall consist of locally adapted native plant materials to the extent practicable.

MM 4.5 – General Measures for Protection of Special-Status Wildlife Species

The following general mitigation measures shall be implemented to avoid or minimize the potential for adverse effects on special-status wildlife species:

- Construction access and equipment will be located on existing roads or previously disturbed parking areas.
- Disturbance of soil, vegetation, naturally occurring debris piles (including fallen trees or dead tree snags), and wildlife burrows will be avoided or minimized to the extent practicable.

- To the extent practicable, all holes or trenches will be covered at the end of each workday to prevent wildlife from becoming trapped. All holes and trenches will be inspected before each work day to facilitate the release of any trapped wildlife. A qualified biologist will be consulted if work crews are unable to safely assist in the release of trapped wildlife.
- To minimize attractants to wildlife, trash will be stored in containers that can be closed and latched or locked to prevent access by wildlife. All loose trash will be cleaned up daily.

Studies Required

Background Research

Special-status plant and animal species and sensitive habitats that may occur in the BSA were determined, in part, by reviewing natural resource agency databases, literature, and other relevant sources. The following information sources were reviewed:

- United States Geological Survey (USGS) Oregon House, California 7.5-minute quadrangle;
- aerial photography of the BSA and vicinity;
- USFWS list of endangered and threatened species that may occur in the vicinity of the proposed project (Appendix A);
- National Marine Fisheries Service (NOAA Fisheries) list of endangered and threatened species, critical habitat, and Essential Fish Habitat that may occur in the vicinity of the proposed project (Appendix A);
- California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS) records for the Oregon House, California 7.5-minute quadrangle and the eight surrounding quadrangles (Appendix B);
- California Wildlife Habitat Relationships (CWHR) System (California Department of Fish and Wildlife 2013);
- other pertinent databases and literature, including the online Inventory of Rare and Endangered Vascular Plants of California (California Native Plant Society 2017) and The Jepson manual: vascular plants of California (Baldwin et. al. 2012).

A list of special-status species that could occur or are known to occur in the BSA and vicinity was developed based on background research. The list was further refined based on a field assessment to identify those species that could occur in the BSA.

Studies Conducted

Biological surveys were conducted on September 12, and November 22, 2017; including botanical surveys in general accordance with the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (California Department of Fish and Game 2009). Per the CDFW guidelines, a target list of special-status plant species with the potential to occur within the BSA was developed prior to the surveys through review of the USFWS list, and CNDDB and CNPS query results. A list of all plant species observed is provided in Appendix C of the Report. The botanical survey included surveying for invasive

plants listed with a rating of High or Moderate in the California Invasive Plant Inventory (California Invasive Plant Council 2017) and plants listed as noxious by the California Department of Food and Agriculture (California Department of Food and Agriculture 2010).

On November 22, 2017, a delineation of waters of the United States was performed according to methodology described in the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and other Corps publications and guidelines. A copy of the report is included as Appendix D of the report.

Personnel and Survey Dates

Following is a list of personnel and tasks performed during visits to the BSA:

- Tim Hanson, Biologist, North State Resources, Inc., now Stantec. Biological habitat assessment, wetland delineation survey, botanical survey, September 12, and November 22, 2017.

Agency Coordination and Professional Contacts

On February 27, 2019 a list (Appendix A) of federally listed species with the potential to occur in Yuba County was obtained from the USFWS Sacramento Fish and Wildlife Office. On March 25, 2019 a list (Appendix A) of federally listed anadromous fish species, critical habitat, and Essential Fish Habitat with the potential to occur in the Oregon House, California 7.5-minute USGS quadrangle was obtained from NOAA Fisheries.

Limitations That May Influence Results

All field studies were conducted in general accordance with applicable protocols and no problems were encountered. Therefore, no limitations that may influence the results of field studies associated with this project are known to have occurred

Results: Environmental Setting

Description of Existing Physical and Biological Conditions

Study Area

The BSA occurs in a rural, forested area east of the community of Bangor in Yuba County, California. Two rural residences occur in the vicinity of the BSA and are located approximately 200 feet southeast and 800 feet northwest of the existing bridge. The BSA includes the existing bridge, and all work and staging areas.

Physical Conditions

The BSA runs parallel to Los Verjeles Road and includes a portion of South Honcut Creek, a perennial stream. The topography of the BSA is relatively steeply sloping outside of the Los Verjeles Road corridor. The elevation in the BSA is between approximately 615 and 675 feet. The Los Verjeles Road Bridge over South Honcut Creek crosses the creek at a small gorge through exposed bedrock. South Honcut Creek flows to Honcut Creek shortly before it reaches the Feather River approximately 17.5 miles downstream of the BSA. Drainage in the BSA is primarily from northeast to southwest.

The climate of the BSA is characterized as Mediterranean with moderate winters and hot, dry summers. Precipitation primarily falls as rain and the average annual rainfall is approximately 40 inches. Air temperatures in the vicinity of the BSA range between an average January high of 57 degrees Fahrenheit (°F) and an average July high of 100°F. The annual average high is approximately 78°F (Western Regional Climate Center 2017).

Soil map units in and around the BSA are described in the Soil Survey of Yuba County, California (Natural Resources Conservation Service 2017) and the Soil Survey of Butte Area, California, Parts of Butte and Plumas Counties (Natural Resources Conservation Service 2013). Two soil map units occur within the BSA and are described below:

- Sobrante-Timbuctoo complex, 15 to 30 percent slopes (240). This is a non-hydric, well-drained soil formed in residuum weathered from schist. The depth to a restrictive layer is 20 to 40 inches.
- Dunstone-Lomarica-Argonaut taxadjunct, 15 to 30 percent slopes (551). This is a non-hydric, well-drained soil formed in residuum and colluvium from metavolcanic rocks, mainly greenschist and metasedimentary rocks. The depth to a restrictive layer is 10 to 20 inches.

Biological Conditions

Habitat Types

Habitat types in the BSA were classified based on habitat descriptions provided in A Guide to Wildlife Habitats of California (Mayer and Laudenslayer 1988) and the results of the field surveys. The habitat types in the BSA include montane hardwood, valley foothill riparian, riverine, and barren (Figure 3). Descriptions of these habitats are provided below.

Montane Hardwood

Montane hardwood habitat occurs in through most of the BSA. A dense canopy composed of hardwood and conifer trees characterizes the montane hardwood-conifer habitat type. The dominant overstory species is interior live oak (*Quercus wislizeni*) with scattered California black oak (*Quercus kelloggii*), California buckeye (*Aesculus californica*), and gray pine (*Pinus sabiniana*). Understory vegetation includes buck brush (*Ceanothus cuneatus*), poison-oak (*Toxicodendron diversilobum*), and sticky whiteleaf manzanita (*Arctostaphylos viscida* ssp. *viscida*). The herbaceous layer primarily consists of non-native grasses including ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), and wild oats (*Avena fatua*).

Valley Foothill Riparian

Valley foothill riparian habitat occurs adjacent to and below the OHWM of South Honcut Creek in small areas of the BSA that contain sufficient soil substrate for vegetation establishment. The bedrock channel and banks of the creek through most of the BSA inhibit the establishment of significant areas of riparian vegetation. Dominant tree species in areas of riparian habitat include Oregon ash (*Fraxinus latifolia*), western sycamore (*Platanus racemosa*), and white alder (*Alnus rhombifolia*). Shrub species include arroyo willow (*Salix lasiolepis*) and California buttonbush (*Cephalanthus occidentalis*). Torrent sedge (*Carex nudata*) occurs in moderate abundance near the OHWM of the creek.

Riverine

Riverine habitat occurs in South Honcut Creek in the BSA. The section of creek in the BSA contains run and riffle areas as well as deep pools. The channel in the BSA is dominated by bedrock but also contains limited areas with boulder, cobble, gravel, and sand substrates. Vegetation within the active river channel is largely absent with occasional clumps of torrent sedge.

Barren

Barren habitat occurs as the paved Los Verjeles Road and its associated road shoulders. Vegetation is usually not present, although sparse opportunistic grasses and forbs or weedy species occur in low abundance.

Habitat Connectivity

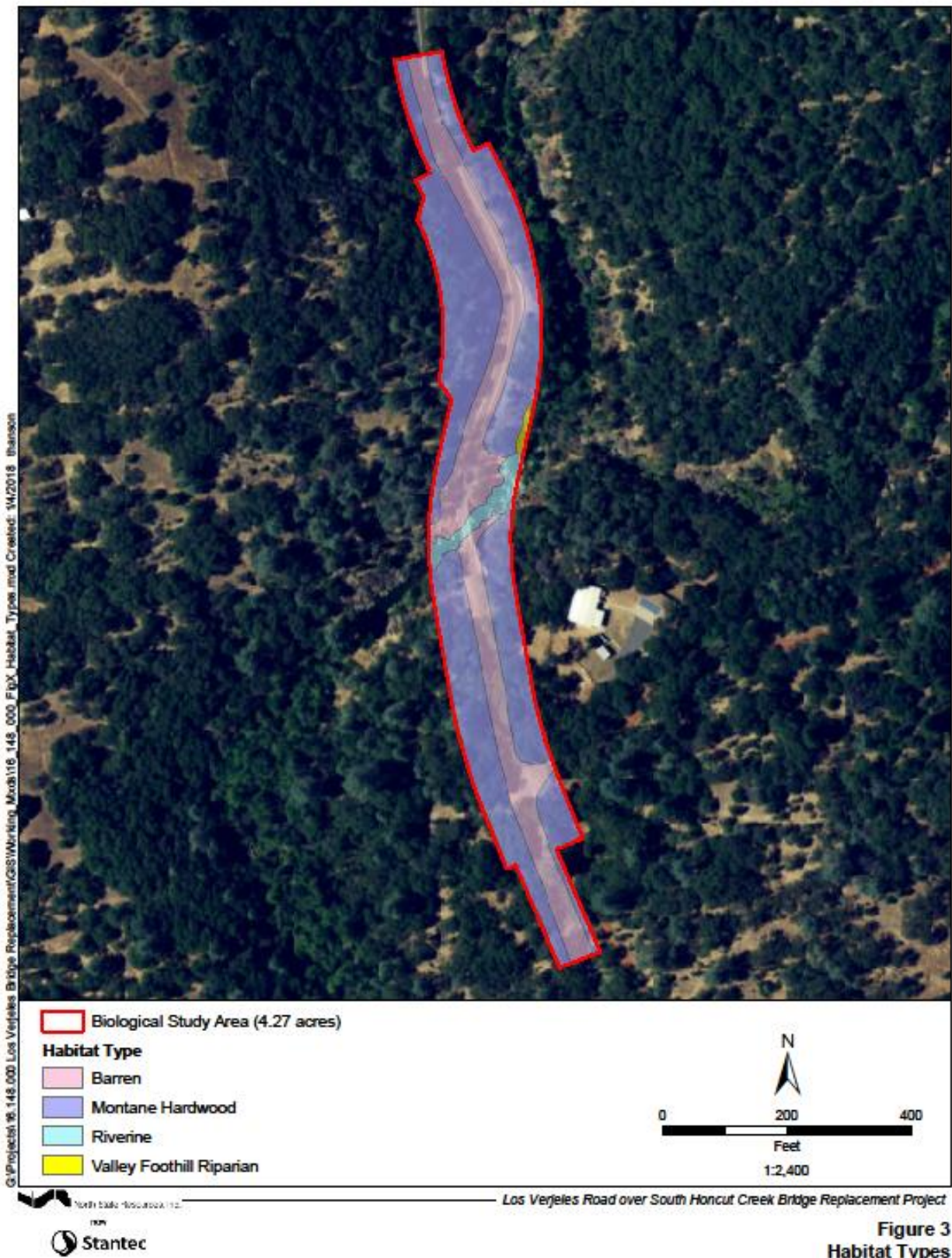
Habitat corridors are segments of land that provide linkages between different habitats while also providing cover. On a broader level, corridors also function as avenues along which wide-ranging animals can travel, plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters, and threatened species can be replenished from other areas. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Additionally, the rivers and streams themselves may serve as migration corridors for fish and aquatic species. In the BSA, South Honcut Creek and associated riparian habitat provide a migration and dispersal corridor for locally occurring plant and animal species.

Invasive Species

Invasive plants (i.e., noxious weeds) are undesirable, non-native plants that commonly invade disturbed sites. Most species have been introduced from Europe and Asia and are known to degrade native wildlife habitat and plant communities. When disturbance results in the creation of habitat openings or in the loss of intact native vegetation, invasive plants may colonize the site and spread, often out-competing native species. Once established, they are very difficult to eradicate and could pose a threat to native species.

The status of all non-native plant species found in the BSA was reviewed to assess the potential for ecological impact. Invasive plant species are considered to have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure; and are designated by a California Invasive Plant Council rating of “High” or California Department of Food and Agriculture rating of “A”. Occurrences of invasive species found in the BSA include Himalayan blackberry (*Rubus armeniacus*), red brome (*Bromus madritensis* ssp. *rubens*), Spanish broom (*Spartium junceum*), and yellow star-thistle (*Centaurea solstitialis*).

Figure 3 Habitat Types In The BSA



Habitats and Natural Communities of Concern and Regional Species

Habitats and Natural Communities of Concern

Rare Natural Communities

In addition to inventorying reported occurrences of special-status species, the CNDDDB serves to inventory locations of rare natural communities. Rare natural communities are those communities that are of highly limited distribution, and may or may not contain rare, threatened, or endangered species. The CNDDDB ranks natural communities according to their rarity and endangerment in California. The CNDDDB contains no records of rare natural communities within the BSA (California Department of Fish and Wildlife 2017a).

Riparian Habitat

Riparian habitat (valley foothill riparian) is considered a sensitive natural community by the Corps, CDFW, and the County and is present in the BSA. In addition to providing habitat for many wildlife species, riparian areas provide shade, sediment, nutrient or chemical regulation, stream bank stability, and input for large woody debris or organic matter to the channel, which are necessary habitat elements for fish and other aquatic species. Riparian habitat is generally lacking in the BSA due to the extensive bedrock near South Honcut Creek. The small area of riparian habitat in the upstream portion of the in the BSA is dominated by Oregon ash, western sycamore, and white alder.

Waters of the United States

Potential waters of the United States in the BSA include perennial stream (South Honcut Creek) and riparian wetland (Appendix D).

Special-Status Plants

For the purpose of this evaluation, special-status plant species include plants that are (1) listed as threatened or endangered under the CESA or the ESA; (2) designated as rare by the CDFW; (3) identified as state or federal candidate or proposed species for listing as threatened or endangered; and/or (4) have a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, or 2B.

Regionally occurring special-status plant species were identified based on a review of pertinent literature, the USFWS species list, CNDDDB and CNPS database records, and the field survey results. The status of each special-status plant species was verified using the Special Vascular Plants, Bryophytes, and Lichens List (California Department of Fish and Wildlife 2017b) and the State and Federally Listed Endangered, Threatened and Rare Plants of California (California Department of Fish and Wildlife 2017c). For each species, habitat requirements were assessed and compared to the habitats in the BSA and immediate vicinity to determine if potential habitat occurs in the BSA. Based on the habitat assessment and the results of the botanical survey, it was determined that special-status plant species do not have the potential to occur in the BSA.

Special-Status Wildlife

Special-status wildlife species include species that are (1) listed as threatened or endangered under the CESA or the ESA; (2) proposed for federal listing as threatened or endangered; (3)

identified as state or federal candidates for listing as threatened or endangered; and/or (4) identified by the CDFW as Species of Special Concern or California Fully Protected Species. Regionally occurring special-status wildlife species were identified based on a review of pertinent literature, the USFWS and NOAA Fisheries species lists, CNDDDB database records, a query of the California Wildlife Habitats Relationship system, and the field survey results. The status for each special-status wildlife species was verified using the Special Animals List (California Department of Fish and Wildlife 2017d) and the State and Federally Listed Endangered and Threatened Animals of California (California Department of Fish and Wildlife 2017e). For each species, habitat requirements were assessed and compared to the habitats in the BSA and immediate vicinity to determine the species' potential to occur in or near the BSA. Based on the habitat assessment, 10 special-status wildlife species were determined to potentially occur in the BSA (Table 1). These special-status wildlife species are further discussed below. For the purposes of this review, all regionally occurring wildlife species listed under ESA or CESA are included in Table 1, regardless of whether the BSA provides potential habitat.

Table 1. Special-Status Wildlife Potentially Occurring or Known to Occur in the BSA

Common Name Scientific Name	Status ¹ (Fed/State)	General Habitat Description	Habitat Assessment ²	Rationale
<i>Federal- or State-Listed Species</i>				
Giant garter snake <i>Thamnophis gigas</i>	T/T	Freshwater marshes and low gradient streams with emergent vegetation. Adapted to drainage canals and irrigation ditches with mud substrate.	A	The BSA lacks freshwater marshes and low gradient streams with emergent vegetation for the species.
California red-legged frog <i>Rana draytonii</i>	T/SSC	Requires aquatic habitat for breeding, also uses a variety of other habitat types including riparian and upland areas. Adults utilize dense, shrubby or emergent vegetation associated with deep-water pools with fringes of cattails and dense stands of overhanging vegetation. This species may also breed in ephemeral ponds that support little or no vegetation.	HP	Deep pools are present in the BSA within South Honcut Creek.
foothill yellow-legged frog <i>Rana boylei</i>	--/T	Requires partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Need at least some cobble-sized substrate for egg laying.	HP	The BSA contains suitable aquatic habitat for the species in South Honcut Creek.

Table 1. Special-Status Wildlife Potentially Occurring or Known to Occur in the BSA

Common Name Scientific Name	Status ¹ (Fed/State)	General Habitat Description	Habitat Assessment ²	Rationale
Chinook salmon - Central Valley spring-run ESU <i>Oncorhynchus tshawytscha</i>	T/T	Spawn and rear in Feather River and suitable tributaries. Require cool year-round water temperatures and deep pools for over-summering habitat.	A	Upper movement of this species from the Feather River is obstructed by private dams, low water crossings, and agricultural water diversions downstream of the BSA.
steelhead- Central Valley DPS <i>Oncorhynchus mykiss irideus</i>	T/—	Spawn and rear in Feather River and suitable tributaries. Require cool, swift shallow water; clean, loose gravel for spawning.	A	Upper movement of this species from the Feather River is obstructed by private dams, low water crossings, and agricultural water
delta smelt <i>Hypomesus transpacificus</i>	T/E	Endemic to Sacramento-San Joaquin River Delta in open, shallow, low salinity (<1%) waters. Spawns in middle and upper reaches of Delta from late winter to spring	A	The BSA is outside the range of this species.
valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T/—	Elderberry shrubs having stems with a basal diameter equal to or greater than 1 inch. Typically associated with riparian habitat.	A	The BSA does not contain any elderberry shrubs.
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	E/—	Vernal and intermittent freshwater pools.	A	The BSA does not contain vernal or intermittent pools.
California black rail <i>Laterallus jamaicensis coturniculus</i>	—/T	Coastal brackish marshes dominated by pickleweed or fresh emergent wetlands in the Sierra Nevada foothills.	A	The BSA lacks suitable nesting habitat in fresh emergent wetlands.
Other Special-Status Species				
western pond turtle <i>Emys marmorata</i>	—/SSC	Slow water aquatic habitat with available basking sites. Hatchlings require shallow water with dense submergent or short emergent vegetation. Requires an upland oviposition site near the aquatic site.	HP	South Honcut Creek and adjacent upland provides potential habitat for the species.
white-tailed kite <i>Elanus leucurus</i>	—/FP	Nests in lowlands with dense oak or riparian stands near open areas, forages over grassland, meadows, cropland and marshes.	HP	Montane hardwood forest provides potential nesting habitat; open areas in the vicinity provides potential foraging habitat.

Table 1. Special-Status Wildlife Potentially Occurring or Known to Occur in the BSA

Common Name Scientific Name	Status ¹ (Fed/State)	General Habitat Description	Habitat Assessment ²	Rationale
ring-tailed cat <i>Bassariscus astutus</i>	—/FP	Riparian habitats and in brush stands of most forest and shrub habitats. Nests in rock recesses, hollow trees, logs, snags, abandoned burrows or woodrat nests.	HP	Riparian vegetation and montane hardwood forest in and adjacent to the BSA provides potential habitat for the species.
pallid bat <i>Antrozous pallidus</i>	—/SSC	Forages over many habitats; roosts in buildings, large oaks, rocky outcrops and rocky crevices in mines and caves.	HP	Riparian trees and rock outcrops in the BSA provide potential roosting habitat for the species.
western red bat <i>Lasiurus blossevillii</i>	—/SSC	Typically roost solitarily in dense tree foliage, particularly in willows, cottonwoods, and sycamores. Strongly associated with riparian habitats, particularly mature stands of cottonwood/sycamore.	HP	The riparian vegetation within and adjacent to the BSA may provide suitable roosting habitat for western red bat.
long-eared owl <i>Asio otus</i>	—/SSC	Requires riparian habitat or live oak thickets and other dense stands of trees.	HP	Riparian and montane hardwood forest habitats in the BSA provides potential habitat for the species.
yellow warbler <i>Dendroica petechia</i>	—/SSC	Breeds in riparian woodlands, particularly those dominated by willows and cottonwoods.	HP	Riparian habitat in and adjacent to the BSA provides potential habitat for the species.
yellow-breasted chat <i>Icteria virens</i>	—/SSC	Breeds in riparian habitats having dense understory vegetation, such as willow and blackberry.	HP	Riparian vegetation in and adjacent to the BSA provides potential habitat for the species.

¹ Status Codes: Endangered (E); Threatened (T); State Fully Protected (FP); State Species of Special Concern (SSC).

² Assessment Codes: Absent (A): No habitat present and no further work needed. Habitat Present (HP): Habitat is, or may be present. The species may be present. Present (P): The species is present. Critical Habitat (CH): BSA is located within a designated critical habitat unit [this does not necessarily mean that appropriate habitat is present].

Anadromous Fish

Aquatic habitat is present in the BSA. Central Valley spring-run ESU Chinook salmon (*Oncorhynchus tshawytscha*) and Central Valley DPS steelhead (*Oncorhynchus mykiss*) have the potential to occur in portions of the lower Honcut Creek watershed given their presence in the Feather River. Critical habitat does not occur for either species in Honcut Creek. Spring-run Chinook salmon distribution occurs only in lower Honcut Creek as seasonal non-natal juvenile rearing. In South Honcut Creek, observational data suggests that steelhead distribution occurs approximately 9 river miles upstream from the confluence with the Feather River and 10 river miles downstream of the BSA (CDFW 2019). Furthermore, South Honcut Creek has private dams, low water crossings, and agricultural water diversions downstream of the BSA that are expected to block the upstream movement of anadromous fish. Similarly, natural barriers to fish migration (e.g., boulder fields) are visible in aerial imagery in sections of South Honcut Creek below the BSA. Therefore, regionally occurring special-status anadromous fish species such as Chinook salmon or steelhead are not anticipated to occur in the BSA.

Results: Biological Resources, Discussion of Impacts and Mitigation

Habitats and Natural Communities of Concern

Riparian Habitat

Survey Results

A small portion of valley foothill riparian habitat occurs in the northern portion of the BSA adjacent to South Honcut Creek.

Project Impacts

The project is not anticipated to result in any temporary or permanent impacts on the valley foothill riparian habitat in the BSA.

Avoidance and Minimization Efforts

None required.

Compensatory Mitigation

None Required.

Cumulative Impacts

The project will not facilitate further development in the area. Thus, the project is not anticipated to result in cumulative impacts on riparian habitat.

Waters of the United States

Survey Results

Potential waters of the United States within the BSA include riparian wetland and perennial stream (South Honcut Creek). A summary of potential waters of the United States in the BSA is presented in Table 2.

Table 2. Acreage Summary of Potential Waters of the United States

Potential Waters of the United States	Total Acreage	Total Linear Feet
Wetlands		
Riparian Wetland	0.021	N/A
Other Waters		
Perennial Stream	0.140	195
Total Potential Waters of the United States	0.161	195

Potential Impacts

The project has been designed to minimize the potential for impacts on waters of the United States in the BSA. Diversion of South Honcut Creek or dewatering of portions of the creek channel is not anticipated to be required for demolition of the existing bridge or construction of the new bridge. Based on existing project detail, no project features will be constructed within the OHWM of the creek and thus, no impacts on waters of the United States are anticipated as a

result of the project.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following measures shall be implemented to avoid or minimize the potential for adverse effects on waters of the United States.

MM 4.6 Waters of the United States:

- Disturbance to in-stream habitat shall be avoided.
- Construction activities near waters of the United States shall be conducted during the dry/low flow season to minimize the potential for erosion.

Compensatory Mitigation

None required.

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative impacts are not anticipated.

Special-Status Plant Species

The BSA and immediate vicinity do not provide suitable habitat for special-status plants. Given that suitable habitat for special-status plants is not present, no impacts are anticipated and special-status plants are not discussed further in this document.

Special-Status Animal Species

The following species could use habitats in the BSA or immediate vicinity: California red-legged frog, foothill yellow-legged frog, western pond turtle, long-eared owl, white-tailed kite, yellow warbler, yellow-breasted chat, pallid bat, western red bat, and ring-tailed cat. None of these species were observed in the BSA during the site visits.

California Red-Legged Frog

Survey Results

California red-legged frog is listed as a threatened species under the ESA, and is designated as a species of special concern by the CDFW. California red-legged frog habitat requirements are varied, and often include a diverse set of conditions from sea level up to 5,200 feet. Ponds often support all life stages of this species, but California red-legged frogs also use various aquatic and upland habitats for movement corridors. Ideal habitat conditions for this species are a complex of breeding ponds or other such sites that provide diverse conditions which allow the frogs to tolerate dynamic climatic variation (U.S. Fish and Wildlife Service 2002). Upland movements to or from breeding sites typically occur during wet weather at night, and may extend up to 1 mile.

This species may travel along riparian corridors or in straight line movements not associated with riparian corridors (U.S. Fish and Wildlife Service 2002).

California red-legged frogs historically occurred across the western slope of the Sierra Nevada, from Shasta County to Tulare County. Populations and habitat within this historic range have been fragmented and nearly eliminated in some areas (U.S. Fish and Wildlife Service 2002). The BSA occurs within the current range of California red-legged frog but is not within designated critical habitat for this species. There are no CNDDDB records for California red-legged frog in the South Honcut Creek watershed or within 5 miles of the BSA. The nearest CNDDDB record for this species occurs approximately 11.3 miles northeast of the BSA in two spring-fed tailings ponds located adjacent to Little Oregon Creek. This population has historically consisted of few individuals, with zero to six frogs observed in surveys between 2000 and 2011 (Barry and Fellers 2013). The most recent reported positive observation of California red-legged frog at the Little Oregon Creek population was in 2008 when one adult was observed (Barry and Fellers 2013). The Little Oregon Creek population occurs within the Little Oregon Creek watershed which flows to New Bullard's Bar Reservoir and the Yuba River, while the BSA occurs in the South Honcut Creek watershed, which flows to the Feather River.

The BSA provides some habitat components for this species such as perennial water and deep pools in South Honcut Creek. However, the deep pools in the BSA occur in a scoured bedrock channel with no emergent vegetation, and as such, are not anticipated to provide suitable breeding habitat for California red-legged frog. A review of USGS topographic maps and Google Earth aerial imagery provided information regarding potentiality suitable habitats for California red-legged frog within 1 mile of the BSA. Potentially suitable California red-legged frog breeding habitat is present within 1 mile of the BSA and occurs at four rural residential agricultural ponds. The nearest potentially suitable breeding habitat occurs approximately 0.5 mile south of the BSA in a rural residential agricultural pond in a tributary to South Honcut Creek. None of the potentially suitable breeding habitat was directly observed in the field and the quality of the habitat is unknown. If fish or bullfrogs are present in the ponds, the habitat suitability may be poor.

South Honcut Creek has sufficient flow, duration, and near-stream upland habitat to be considered potentially suitable California red-legged frog dispersal, resting, and migration habitat. However, South Honcut Creek in the vicinity of the BSA is considered to be relatively low quality habitat for dispersal, resting, and migration because: 1) the likely presence of predators such as northern raccoon, striped skunk, and terrestrial garter snakes; 2) the nearest potentially suitable breeding habitat occurs approximately 0.5 mile away from the BSA; 3) there are no reported populations of California red-legged frog in the South Honcut Creek watershed; and 4) ponds in the vicinity of the BSA may support bullfrogs which would reduce the suitability for potential breeding. Therefore, it is unlikely that the BSA and vicinity would be used by California red-legged frog for dispersal, resting, and migration.

Although there is a known population of California red-legged frog approximately 11.3 miles northeast of the BSA near Little Oregon Creek, individuals from this population would not be expected to occur in the BSA because: 1) Little Oregon Creek and South Honcut Creek are not in the same watershed; 2) the Little Oregon Creek population is very small and does not appear to

be expanding into nearby suitable habitat (Barry and Fellers 2013); 3) recent observations and research indicate that small populations of Sierran California red-legged frog may not disperse far from their home ponds (Richmond et al. 2014); and 4) agricultural ponds in the vicinity of the BSA are likely to support bullfrogs and fish.

Project Impacts

As discussed above, California red-legged frog is not expected to occur within the BSA and no effects on California red-legged frog are anticipated as a result of the project. The project is a short-term construction activity that consists of replacing an existing structurally bridge with new structure of similar length. Implementation of the project would not significantly alter habitat suitability for California red-legged frog and would not result in indirect effects on this species.

With implementation of the conservation measures discussed above, and mitigation measures discussed below, the project would not affect California red-legged frog. The project would not affect designated critical habitat for California red-legged frog.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following measure shall be implemented to avoid the potential for adverse effects on California red-legged frog.

MM 4.7 California Red-Legged Frog

All construction personnel shall complete environmental awareness training prior to beginning work. The training shall inform construction personnel of: 1) conservation measures for protection of special-status wildlife species (e.g., inspecting around equipment and work area before operating, minimize vegetation disturbance, protect water quality); 2) identification of potentially occurring special-status species and potential habitat in the project area; and 3) procedures to follow if special-status species are observed. If special-status species are encountered within the work area during project construction, work activity with a potential to disturb the special-status species will cease until the special-status species has left the work area.

Compensatory Mitigation

None Required.

Cumulative Impact

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative impacts are not anticipated.

Foothill Yellow-Legged Frog

Survey Results

The foothill yellow-legged frog is a native species of the Sierra Nevada foothill region and is listed as threatened under the CESA. This species is found in a variety of riparian and aquatic habitats, including valley foothill riparian and riverine. Its known elevation range extends from

near sea level to 6,370 feet in the Sierra Nevada (Thomson et al. 2016). Foothill yellow-legged frog was historically distributed throughout the foothill portions of most drainages from the Oregon border to the San Gabriel River but has been declining (Thompson et al. 2016). The species generally utilizes partially shaded, cool, clear, shallow, flowing water, and typically occurs in small-to moderate-sized streams situations with at least some cobble-sized substrate. This habitat provides basking and oviposition opportunities, and refuge for larvae and post metamorphs (Jennings and Hayes 1994). Unlike most other ranid frogs in California, this species is rarely encountered (even on rainy nights) far from permanent water.

The BSA occurs within the foothill yellow-legged frog current and historic range. Suitable breeding, larval development, and dispersal habitat for foothill yellow-legged occurs within South Honcut Creek. This habitat occurs as a moderate-sized perennial stream containing cobble and boulder substrates and bedrock banks. South Honcut Creek in the BSA has no associated off-stream backwater habitats. Foothill yellow-legged frog was not observed during the September 12 and November 22, 2017 surveys of the BSA. The nearest CNDDDB occurrences for foothill yellow-legged frog are 10.5 miles southeast in the Yuba River and 15 miles northeast in the South Fork Feather River watershed (California Department of Fish and Wildlife 2017a). Since suitable habitat is present within the BSA, there is a potential for this species to occur in the BSA.

Project Impacts

The project is not anticipated to result in any impacts on aquatic habitat in South Honcut Creek. New bridge abutments will be constructed outside of the ordinary high water mark of the creek. Temporary construction-related impacts near aquatic habitat could result in adverse effects on foothill yellow-legged frog if they are present during construction.

Activities related to the construction of the new bridge, replacement of bridge abutments and removal of the existing bridge would result in some localized loss of upland vegetation and general disturbance to the soil. Removal of vegetation and soil can accelerate erosion processes in the project area and increase the potential for sediment to enter South Honcut Creek. Excessive sedimentation into the creek channel has the potential to reduce habitat quality for foothill yellow-legged frogs and could decrease the availability of prey items including aquatic invertebrates.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following mitigation measure shall be implemented to avoid or minimize the potential for adverse effects on foothill yellow-legged frog.

MM 4.8 Foothill Yellow-Legged Frog

CDFW will be contacted prior to project construction to determine if additional measures may be necessary. These measures may include, but are not limited to, worker environmental awareness training, preconstruction surveys, biological monitoring, and additional coordination with CDFW if foothill yellow-legged frogs are detected in or near the work area.

Compensatory Mitigation

None Required

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative impacts are not anticipated.

Western Pond Turtle

Survey Results

The western pond turtle is a native species of the Sierra Nevada foothill region and is designated as a CDFW species of special concern (California Department of Fish and Wildlife 2017d). Generally requiring slack waters, they occur in permanent ponds, marshes, lakes, streams, and irrigation ditches. Although an aquatic species, western pond turtles typically leave water to reproduce, aestivate, and overwinter. Nests are typically located in upland or stream bank areas where moist sand, clay, or soft loam soil can be found.

The BSA occurs within the current and historic range of western pond turtle. The nearest CNDDDB occurrence of western pond is approximately 7 miles south of the BSA (California Department of Fish and Wildlife 2017a). Potential migration and basking habitat occurs within the BSA in South Honcut Creek but suitable breeding habitat is absent due to the abundant bedrock and shallow soils in the BSA. Based on a review of aerial imagery, potential breeding habitat is present in several manmade ponds between 0.5 and 1 mile from the BSA. Western pond turtle was not observed in the BSA during the September 12, and November 22, 2017 field surveys.

Project Impacts

Potential project-related impacts on western pond turtle are similar to those identified above for foothill yellow-legged frog.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following measure shall be implemented to avoid or minimize the potential for adverse effects on western pond turtle.

Mitigation Measure 4.9 Western Pond Turtle

If western pond turtles are encountered within the BSA during construction, work activity in the immediate vicinity will cease until any turtles have left the work area. If the turtles do not leave the work area and relocation is necessary, they shall be relocated only by a qualified biologist.

Compensatory Mitigation

None required.

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative effects are not anticipated.

Long-Eared Owl, White-Tailed Kite, Yellow Warbler, and Yellow-Breasted Chat

Survey Results

The valley foothill riparian habitat in and adjacent to the BSA provides potential habitat for yellow warbler and yellow breasted chat. Long-eared owl and white-tailed kite may utilize different components of the montane hardwood habitat, which include large trees and snags with potential cavities, forested areas with moderate canopy cover, and trees near open woodland and grassland habitats for foraging purposes.

Project Impacts

Construction disturbance during the breeding season could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, may adversely affect these species. The project may also result in a small, temporary reduction of foraging or roosting habitat for these species. However, due to the regional abundance of similar habitats, temporary habitat loss is not expected to result in an adverse effect on these species.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following measure shall be implemented to avoid or minimize the potential for adverse effects on long-eared owl, white-tailed kite, yellow warbler, and yellow-breasted chat.

MM 4.10 Long-Eared Owl, White-Tailed Kite, Yellow Warbler, And Yellow-Breasted Chat

- Vegetation removal, grading, and other construction activities shall be scheduled to avoid the breeding season for nesting raptors and other special-status birds (i.e., February 15 through August 31) to the extent practicable. If construction occurs outside of the breeding season, no further mitigation is necessary. If the breeding season cannot be completely avoided, then mitigation measure 10 will be implemented.
- A qualified biologist shall conduct a minimum of one pre- construction survey for nesting migratory birds and raptors within the BSA and a 250-foot buffer around the BSA. The survey should be conducted no more than 15 days prior to the initiation of construction. If an active nest is found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.

Compensatory Mitigation

None Required

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative effects are not anticipated.

Pallid Bat and Western Red Bat

Survey Results

Bat species may roost individually or in small groups in tree cavities, in rock crevices, in riparian vegetation, or in man-made structures (e.g., bridges). Pallid bats are known to roost in tree cavities and rock crevices, while western red bats roost in dense riparian tree foliage. The existing bridge does not contain suitable roosting habitat such as hollow piers or joint crevices. The BSA contains extensive mature hardwood and conifer trees that may contain suitable roosting habitat (e.g., cavities, exfoliating bark) for pallid bats. Pallid bat may also roost in crevices in the rock outcrops and small cliffs in the BSA along South Honcut Creek. The trees in the BSA are not characteristic of those used by western red bats for roosting (i.e., large cottonwoods and sycamores within a dense riparian corridor are not present) but suitable roosting habitat is present along South Honcut Creek upstream and downstream of the BSA. Western red bat is the only special-status bat recorded by the CNDDB within 10 miles of the BSA (California Department of Fish and Wildlife 2017a).

Project Impacts

Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. Bats may form maternity colonies in rock crevices and tree cavities in the BSA. If a tree is removed, or rock crevice disturbed, that contains a bat colony, the disturbance could result in bat mortality or injury. Indirect impacts may occur from construction disturbances if a maternity colony is present in or adjacent to the BSA. Significant noise disturbance could result in adults temporarily or permanently leaving the maternity colony.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in section 1.4, the following measures shall be implemented to avoid or minimize the potential for adverse effects on pallid bat and western red bat.

MM 4.11 Pallid Bat And Western Red Bat

- To the extent practicable, removal of large trees with cavities and disturbance of rock crevices shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).
- If construction (including the removal of large trees and disturbance of rock crevices) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre- construction survey of the BSA for maternity colonies. The pre- construction survey will be performed no more than 14

days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another pre-construction survey will be performed. If any maternity colonies are detected, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site.

Compensatory Mitigation

None required.

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative effects are not anticipated.

Ring-Tailed Cat**Survey Results**

The ring-tailed cat occurs in various riparian habitats and in brush stands of most forest and shrub habitats. Nocturnal and primarily carnivorous, ring-tailed cats mainly eat small mammals but also feed on birds, reptiles, insects, and fruit. They forage on the ground, among rocks and in trees; usually near water. Hollow trees and logs, cavities in rocky areas and other recesses are used for cover. Ring-tailed cats including females with young move their den locations often, usually spending no more than three days in the same shelter (Poglayen-Nauwall and Toweill 1988). Potential denning habitat is present within the BSA in rocky cavities near South Honcut Creek and hollow trees in montane hardwood habitat.

Project Impacts

Direct impacts on ring-tailed cat could result from tree and other vegetation removal if these activities took place during the natal and maternal denning period (May 1–June 30). Ring-tailed cat could be injured or killed if a tree is removed while occupied by the animal.

Since ring-tailed cat commonly use multiple dens when raising their kits and move kits when disturbed, females using dens outside the vegetation removal area would likely move kits to an alternative den if disturbed by noise during construction. Indirect impacts from construction noise are not anticipated.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of this Chapter, the following measure shall be implemented to avoid or minimize the potential for adverse effects on ring-tailed cat.

MM 4.12 Ring-Tailed Cat

To the extent practicable, vegetation removal shall take place between July 1 and April 30 (i.e., during the non-denning season for ring-tailed cat). If vegetation removal is to occur during the denning season (May 1–June 30), a qualified biologist will survey for potential natal or maternity den trees within areas slated for vegetation removal and within 250 feet of the vegetation removal. The survey will be performed no more than 14 days prior to the implementation of vegetation removal. During the denning period, trees that have maternal den characteristics shall be retained until the day after all other trees to be removed within a 250-foot radius have been felled.

Compensatory Mitigation

None required.

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative effects are not anticipated.

Migratory Birds and Raptors

Survey Results

Migratory birds and raptors, other than those listed as special-status species, could nest in vegetation within the BSA and nearby vicinity. Additionally, several species of migratory birds, such as cliff swallows, barn swallows, and black phoebes, are known to build nests on the undersides of artificial structures such as bridges. The existing bridge structure was visually surveyed for evidence of previous migratory bird nesting activity (e.g., remnant mud nests) during the September 12, and November 22, 2017 field assessment. An inactive black phoebe nest was observed underneath the bridge indicating previous nesting activities.

Project Impacts

If migratory birds or raptor species are nesting within the BSA, construction disturbance during the breeding season could result in the loss of fertile eggs or lead to nest abandonment.

Avoidance and Minimization Efforts

In addition to the mitigation measures discussed in the beginning of the Chapter and prior mitigation measures, the following measure shall be implemented to avoid or minimize the potential for adverse effects on nesting migratory birds or raptors.

MM 4.13 Nesting Migratory Birds And Raptors

If necessary and practicable, measures may be implemented to prevent swallows and other birds from nesting on the bridge. The measures may include:

- 1) Prior to the start of the nesting swallow season, exclusion netting, or equivalent material, may be installed on the underside of the existing bridge to prevent swallows or other birds from nesting on the bridge. The exclusion device shall be monitored regularly, especially during the on-set of the nesting season when nest-building activities are the

most intense. Any foundational nest material that may develop on either the netting or unnetted areas of the bridge shall be removed on a regular basis. Any deficiencies in the netting system (e.g., tears, unsecured areas) shall be repaired as soon as possible following observation. Exclusion structures shall be left in place and maintained until construction activities begin; or

2) During the nesting season, or as long as swallows or black phoebes attempt to nest on the bridge, all unfinished nests will be removed from the underside of the bridge on as frequent a basis as necessary to ensure that no nesting occurs. Nests will be removed using a high powered water hose, a long pole, or equivalent method. If occupied nests are found, activities that would disturb the occupied nests shall be rescheduled until nesting activities cease.

Compensatory Mitigation

None required.

Cumulative Impacts

No future projects near the current proposed project are known at this time. The bridge replacement project would not result in a change of road use along the adjacent roads, and cumulative effects are not anticipated.

Results: Conclusions and Regulatory Determinations

Federal Endangered Species Act Consultation Summary

No federally listed species are anticipated to occur in the BSA and no designated or proposed critical habitat is present. The project will have no effect on the federally listed species or critical habitat included on the USFWS or NOAA Fisheries species lists (Appendix A).

Essential Fish Habitat Consultation Summary

No Essential Fish Habitat would be affected by the project.

Wetlands and Other Waters Coordination Summary

The project is not anticipated to result in temporary or permanent impacts on wetlands or other waters of the United States.

Migratory Bird Treaty Act

With implementation of measures identified in Chapter 4 to avoid impacts on nesting migratory birds, the project would comply with the MBTA and not adversely affect migratory birds.

California Endangered Species Act Consultation Summary

Avoidance and minimization measures would be implemented to minimize the potential for take of state-listed species (i.e., foothill yellow-legged frog). If foothill yellow-legged frog is detected in the project area, no work shall occur until the County consults with CDFW and can demonstrate CESA compliance.

California Fish and Game Code

The project is not anticipated to involve work within the banks of South Honcut Creek, a perennial stream. Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any streams, the County will provide Notification of Streambed Alteration to the CDFW. If required by the CDFW, the County will obtain a Streambed Alteration Agreement and will ensure that all conditions of the agreement are implemented. The project would comply with other sections of the Fish and Game Code (i.e., birds of prey, migratory birds, fully protected species) with implementation of avoidance and minimization measures.

Invasive Species

With implementation of conservation measures identified in Section 1.4 to avoid and minimize the introduction and spread of invasive species, the project would comply with Executive Order 13112.

Floodplain Management

The proposed bridge would maintain floodway conveyance in the BSA. Therefore, the project complies with Executive Order 11988.

e) *No Impact* – There would be no conflicts with General Plan policies regarding Mitigation of biological resources. The County has no ordinances explicitly protecting biological resources.

f) *No Impact* – No habitat conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties recently ended participation in a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The project site was not located within the proposed boundaries of the former plan and no conservation strategies have been proposed to date which would be in conflict with the project.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

a, b, & c) *Less Than Significant with Mitigation* – On behalf of Yuba County Department of Public Works (County), Stantec Consulting Services Inc. (Stantec) prepared an Archaeological Survey Report (ASR) for the Los Verjeles Road Over the South Honcut Bridge (No. 16C0026) Replacement Project (project) in the community of Loma Rica in Yuba County, California (see Figure 4). The survey was conducted in accordance with the State of California CEQA Guidelines, according to the California Department of Transportation (Caltrans) District 3 Office of Local Assistance. Caltrans has assumed the role of lead Federal agency for Section 106 National Historic Preservation Act (NHPA) compliance for this undertaking. The results of the archaeological survey, archival research, and tribal outreach are provided in this ASR and in the associated Historic Property Survey Report (HPSR).

This ASR is intended to document compliance with Section 106 of the NHPA of 1966, as amended, whose regulations pertain to federally funded undertakings and their impacts on historic properties. Specifically, this report was prepared in accordance with the 2014 First Amended Programmatic Agreement between the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA).

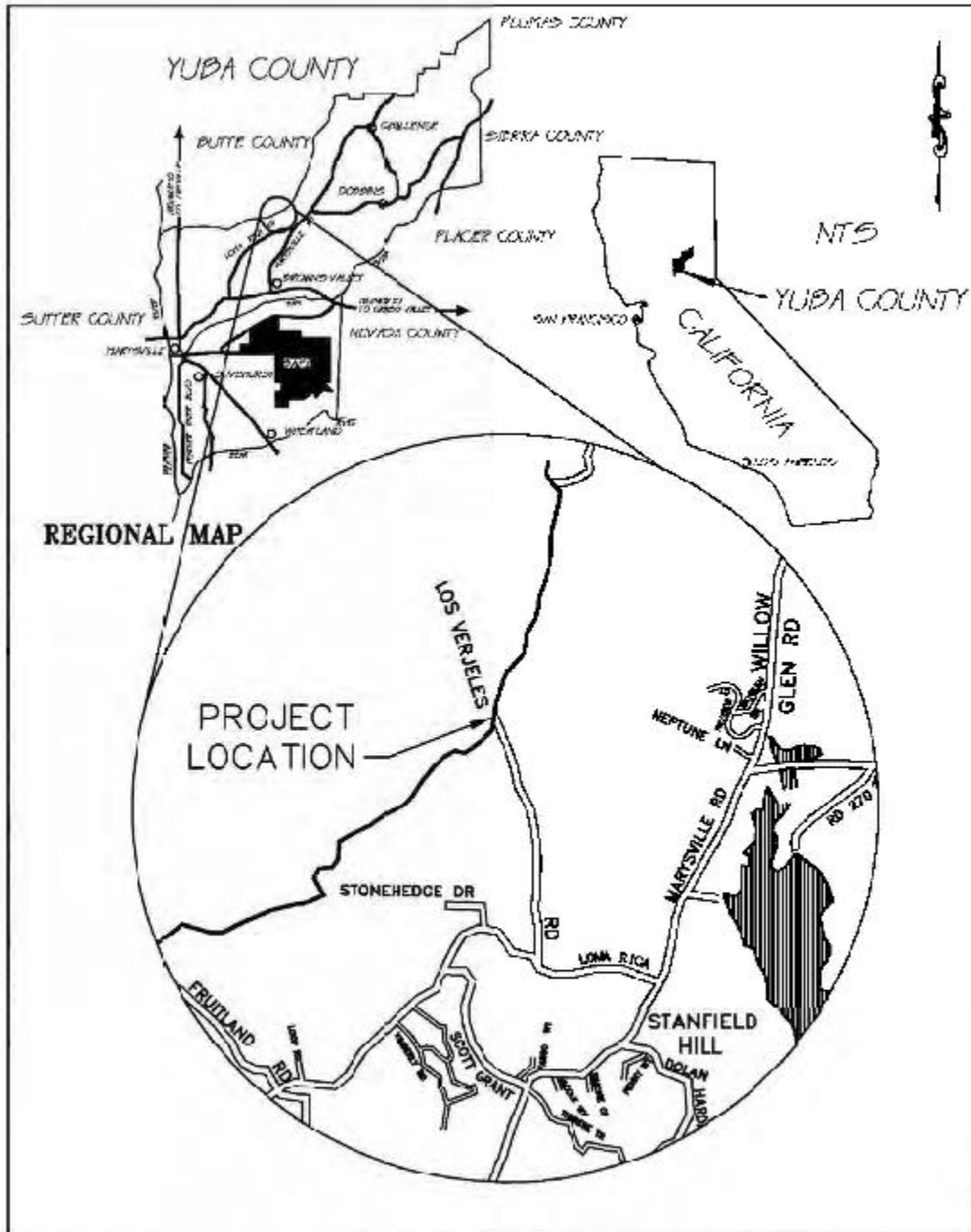
This ASR consists of a ±4.27 acres survey of the archaeological Area of Potential Effects (APE). The purpose of this study is to evaluate the potential for the project to affect archaeological sites eligible for listing in the National Register of Historic Places (NRHP). This ASR and associated HPSR was prepared following the guidelines in the Caltrans Exhibit 5.1 in Volume 2 of the Standard Environmental Reference and consisted of background and archival research, contact with the Native American Heritage Commission (NAHC) and members of the local Native American community as identified by the NAHC, and an intensive pedestrian reconnaissance survey of the entire APE.

The reconnaissance survey of the APE resulted in negative findings for archaeological resources. The records search identified four previously recorded cultural resources within ½ mile of the project APE. Three of these resources are located outside the APE. The remaining cultural resource, P-58-002629, known as the South Honcut Bridge, is the project bridge. The bridge

(16C0026) was previously determined not eligible for the NRHP per the Caltrans Historic Bridge Inventory and is considered a Category 5 Bridge (not eligible for the NRHP).

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if the site[s] cannot be avoided by the project. If buried cultural resources 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.

Figure 4 Study Vicinity Map



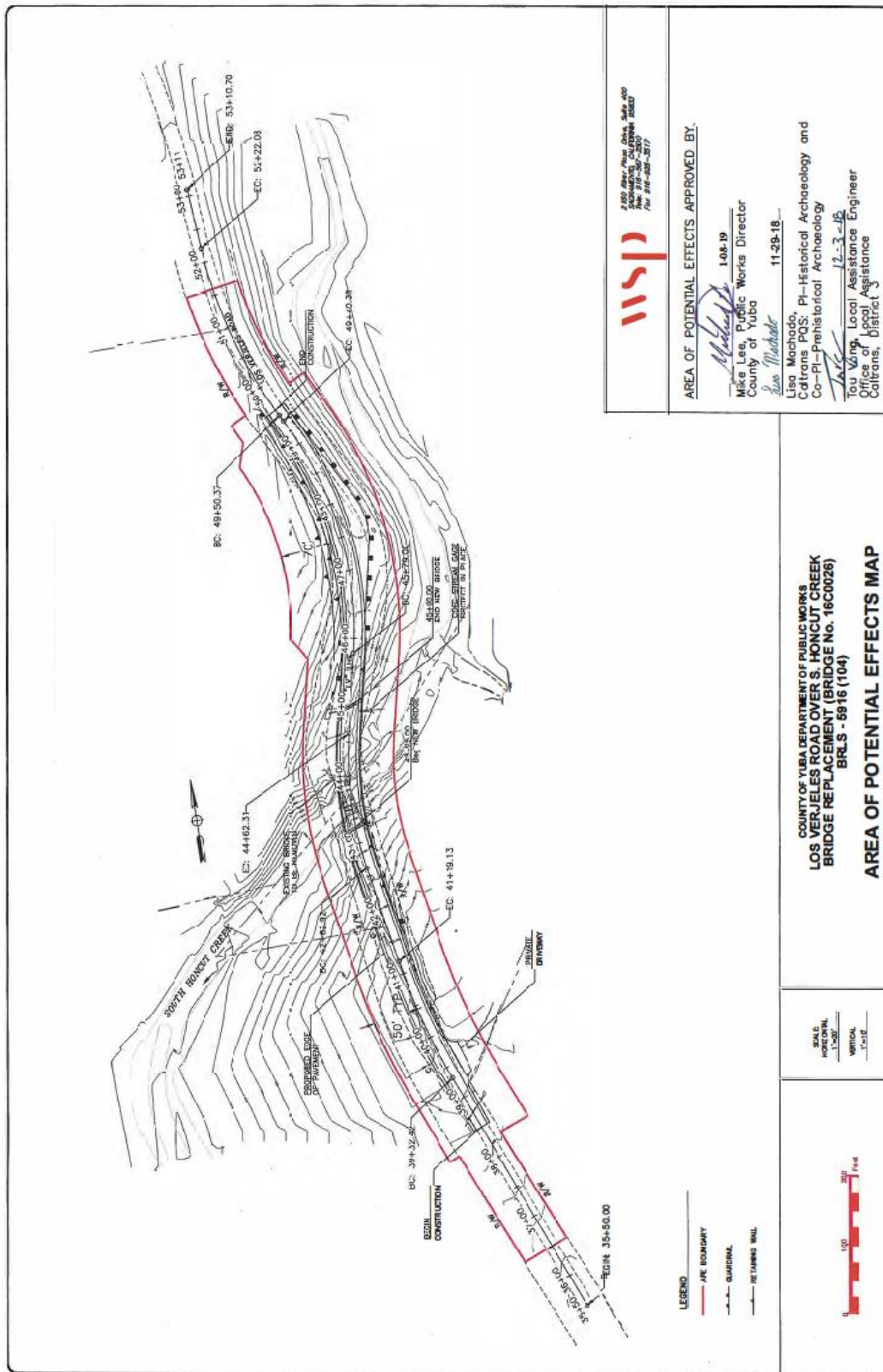
AREA OF POTENTIAL EFFECTS

The APE is a linear alignment running approximately 2,675 feet along Los Verjeles Road and is centered on the Los Verjeles Bridge over South Honcut Creek. It encompasses both the horizontal and the vertical APE. The new bridge will be approximately 110 feet long and approximately 36 feet wide, outside to outside, accommodating two 12-foot-wide lanes, 4-foot-wide shoulders, and concrete barriers. Staging areas have not been confirmed at this time, but will be located in a paved area and accessed by preexisting roads and access routes.

The vertical APE, is based upon the existing topography, geological history, site development and the engineering design of the project. The anticipated maximum depth for the bridge abutments and retaining wall excavations range from 10 to 15 feet, this will be dependent upon the geotechnical test results.

The APE map is presented in Figure 5.

Figure 5 Area of Potential Effects Map



SOURCES CONSULTED

The following sources were consulted to obtain information concerning known archaeological sites, historic properties, and historic activities within and/or adjacent to the study area. The search included, but was not necessarily restricted to, a review of the following sources:

- Caltrans Historic Bridge Inventory: Local Agency Bridges List
- National Register of Historic Places (NRHP)
- California Register of Historic Resources (CRHR)
- California Historical Landmarks
- California Points of Historical Interest
- California State Historic Resources Inventory
- Historic Properties Directory
- General Land Office Plat maps and land patents
- Historic USGS topographic quadrangles
- The Native American Heritage Commission (NAHC)

SUMMARY OF METHODS AND RESULTS

Archival research included a record search conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System at California State University, Sacramento. The search, conducted by Ashley Hallock, an archaeologist with Stantec on December 15, 2017, included the APE and ½-mile search radius. The NCIC data, including a map depicting the resources identified below, are presented in Appendix A.

Records Search and Literature Findings

The results of the NCIC records search and the archival research suggest there is a low to moderate potential for cultural resources to be located in and adjacent to the APE. The main historical themes relevant to the APE and vicinity include Native American use of the landscape and late 19th and early 20th century homesteading and agriculture.

Previously Recorded Resources

The NCIC records search identified one resource within the APE and three resources located outside of the APE, but within a ½-mile radius. The resource located within the APE is the South Honcut Creek Bridge (P-58-002629), built in 1940. The bridge was previously determined not eligible for the NRHP per the Caltrans Historic Bridge Inventory, and is considered a Category 5 Bridge.

The three resources within ½-mile of the APE are:

- P-58-001568: This resource consists of a component of a historic water conveyance system related to historic-era farming along South Honcut Creek.
- P-58-001569: This resource consists of another component of a historic water conveyance system related to historic-era farming along South Honcut Creek.

- P-58-001572: This resource consists of a small walnut and fruit tree orchard planted prior to 1940. The abandoned orchard has only twelve remaining trees, and has been impacted by recent ranching and road works.

Previous Investigations

The NCIC records search identified four previous studies conducted within ½-mile of the project APE.

- S-926, Jensen, P. 1983. Archaeological Reconnaissance of the South Honcut Creek Ranch Proposed Subdivision, Yuba County, California. This study, which included a field survey of the project APE, did not identify any resources in the project APE.
- S-6675, JRP Consulting. 2004. Caltrans Historic Bridges Inventory Update. This study evaluated 24 bridges throughout California, including the project bridge. This study determined that the project bridge (#16C0026) is considered a Category 5 Bridge and is not eligible for the NRHP.
- S-7784, Jensen, S. 2006. Quail Valley Ranch Development Project, c. 1,500 acres, Yuba County, CA. This study, which included a field survey of the project APE, did not identify any resources in the project APE.
- S-11013, Arrington, C. 2012. Cultural Resources Constraints Study for Replacement of the Colgate-Palermo Wood Pole Replacement Project, Butte and Yuba Counties, California PG&E No: 30833573. This study, which included a field survey of the project APE, did not identify any resources in the project APE.

Caltrans Historic Bridge Inventory

Built in 1940, the South Honcut Creek Bridge was constructed to replace a previous structure. The bridge does not appear to be associated with any significant events or nearby historic properties. This county bridge was likely built as part of a local road improvement effort and does not appear to be a significant example within that context (1913 Yuba Co. Map; Inventory of Concrete Arch Bridges, # 16C0026). As discussed earlier, this bridge is considered a Category 5 Bridge and is not eligible for the NRHP (Appendix B).

National and State Listed Resources

A review of the NRHP identified no historic properties within the wider vicinity of the project area.

NATIVE AMERICAN OUTREACH

On December 8, 2017, Stantec sent a letter to the NAHC, requesting a review of their Sacred Lands Files for culturally significant properties that could be affected by the proposed project, along with a list of Native American contacts. The NAHC responded on December 21, 2017, stating that the Sacred Lands File contained no records of Native American cultural resources in the immediate area. The NAHC also provided a list of Native American contacts.

Letters to the following Native American contacts were sent out on January 2 and 19, 2018:

- Honorable Mr. Gary Archuleta, Chairman, Mooretown Rancheria of Maidu Indians

*Yuba County Planning Department
June 2020*

EA2020-0002 (Los Verjeles Road Bridge Replacement Project)

- Pamela Cubbler, Treasurer, Colfax-Todds Valley Consolidated Tribe
- Honorable Mr. Gene Whitehouse, Chairperson, United Auburn Indian Community of the
- Auburn Rancheria
- Honorable Mr. Don Ryberg, Chairperson, Tsi Akim, Maidu.
- Honorable Ms. Cathy Bishop, Chairperson, Strawberry Valley Rancheria.
- Honorable Ms. Glenda Nelson, Chairperson, Estom Yumeka Maidu Tribe of the Enterprise
- Rancheria.
- Grayson Coney, Cultural Director, Tsi Akim Maidu

On February 2, 2018, Cherilyn Neider from the UAIC contacted Stantec. She requested copies of the reports, records search data obtained from the California Historical Resources Information System (CHRIS), GIS shape files for the project APE, and a meeting with Stantec and the County of Yuba (County) to further discuss the project. On February 13, 2018, Stantec obtained permission from the County to send the GIS shapefiles to the UAIC; however, per Stantec's agreement with the CHRIS information centers, we are unable to provide the records search data to consulting parties. However, Ms. Neider was informed that no previously recorded archaeological resources were identified in the project APE, nor were any identified in the APE during the study and survey effort for the project. On October 30, 2018, the County engineer, Stantec Project Manager and archaeologist, an engineer from WSP, and Marcos Guerrero of the UAIC conducted a site walk of the APE. The site walk included review of the proposed construction activities, a walk over of the APE, and discussion of tribal concerns. Mr. Guerrero noted that there is not anything reported in the UAIC database or archives for the project area that would be considered sensitive by the Tribe. Mr. Guerrero also noted that he did not see any specific cultural or fire affected modifications in the APE that would indicate a tribal cultural resources (TCR) after the project walk over was conducted. After the site walk, Mr. Guerrero sent via email (October 30, 2018) to Michelle Cross of Stantec a copy of the Tribe preferred TCR mitigation. This information has been included in Section 5.0, Study Findings and Conclusions of this report. Mr. Guerrero in the email sent to Michelle Cross (October 31, 2018) also noted that the UAIC considered the consultation for the project complete with inclusion of the TCR mitigation measures.

Follow-up phone calls to the remaining Native American representatives were completed on February 15, 2018. A call to Mr. Archuleta at Mooretown Rancheria was transferred to Mr. Benjamin Clark, who was identified as Mr. Archuleta's successor as Tribal Chairperson. Mr. Clark was not available, but a detailed message was left describing the project and inviting Mr. Clark's comments.

A call to Ms. Glenda Nelson of the Enterprise Rancheria was referred to Tribal Administrator Creig Marcus. Mr. Marcus acknowledged receipt of the letter, and asserted that a technician researching the project location would return the call as soon as possible. Mr. Marcus currently believes that the project is located outside of Enterprise traditional territory. Additionally, a return phone call was received from Ms. Elysia Watson of the Enterprise Rancheria on February 26, 2018. Ms. Watson informed Stantec that the Project does not fall within the Enterprise Rancheria traditional land. The Tribe does not have any concerns about the project. She also

noted that the current Tribal Administrator is Craig Marcus and that all future correspondence should be sent to him. Lastly, Ms. Watson informed Stantec that the Strawberry Rancheria currently does not have a Tribal Chairperson or Tribal Office Contract Information and that she (Ms. Watson) is unsure how to contact the Tribe at this time.

The number provided for Mr. Grayson Coney, Cultural director for the Tsi Akim Maidu, is out of service and he could not be reached. However, the Tsi Akim Maidu Tribal Chairman, Mr. Don Ryberg, answered a call placed on February 15, 2017. Mr. Ryberg was not aware of any resources in the vicinity of the project, though he did say that Honcut Creek represents a territorial border between Northern and Southern Maidu.

Calls to Ms. Cathy Bishop of the Strawberry Valley Rancheria and Ms. Pamela Cubbler of the Colfax-Todds Valley Consolidated Tribe went unanswered. Ms. Bishop's number is no longer in service, and Ms. Cubbler's voicemail box was full.

On February 15, 2018, follow-up emails were sent to all contacts that had not responded to the letters and that could not be reached by phone, including Mr. Clark, Ms. Cubbler, and Ms. Bishop. The emails provided with a brief description of the project and its location. Digital copies of the original letters and location map were also attached. To date, no responses have been received from these three contacts.

HISTORICAL SOCIETY OUTREACH

On February 13, 2018, Stantec sent a letter to the following local historical societies:

- Butte County Historical Society
- Yuba Historical Society
- Yuba County Museum of History

The letters provided a brief discussion of the proposed project and the location of the project. It also requested any additional information that the historical societies may have regarding any buildings, districts, sites, landscapes, or other properties in or near the project APE.

On February 15, 2018, Stantec attempted to reach the historical societies by telephone. A detailed message was left with the Butte County Historical Society, describing the nature and location of the project and seeking comments from their organization. The number listed for the Yuba Historical Society was no longer in service, and no phone number was available for the Yuba County Museum of History.

On February 16, 2018, a follow-up email was sent to the Butte County Historical Society. The email included digital copies of the original notification letter and project location map. Neither the Yuba Historical Society nor the Yuba County Museum of History had email contact information listed. To date, no responses have been received from any of the historical societies.

BACKGROUND

NATURAL ENVIRONMENT

Yuba County's landscape ranges from the Feather River Valley in the southwest, to the foothills and mountains of the Sierra Nevada in the northeast. Elevation in the county shifts from about 30 feet above mean sea level along the Feather River to approximately 4,445 feet above sea level in the Sierra Nevada. Average temperatures range from highs in July of 98° F to lows in January of 36° F. Average annual precipitation is approximately 21 inches, with most precipitation falling as rain between the months of October and May (Western Regional Climate Center 2017).

Major rivers and streams in Yuba County include the Feather River along the western boundary, the Bear River along the southern boundary, the South Honcut Creek along the northern boundary, and the Yuba River, which flows westward across the central portion of the county, and joins the Feather River at Marysville.

Within the project area, the South Honcut Creek channel is deeply incised, with many boulders and bedrock outcroppings. Vegetation occurs in low to moderate densities adjacent to the existing bridge, with very little overburden on the narrow rock walls. The bridge is located in a rural setting surrounded by large parcels with a single residence southeast of the bridge.

The topography of Yuba County begins with the mountains in the Sierra Nevada, which gradually turn to foothills that lead to the flat valley floor and the floodplains of the Yuba and Feather rivers.

Founded in 1850 as one of California's original 27 counties, Yuba County's original economy was based on the discovery of gold in the Sierra Nevada. Mining remains an important part of Yuba County's economy and identity. The county is also rich in several non-fuel mineral resources including, sand, gravel, clay, silica, stone, and silver.

REGIONAL GEOLOGY

Geologic units within Yuba County as mapped by the California Geologic Survey (California Division of Mines and Geology [CDMG] 1992) are separated into three categories: Tertiary and Quaternary alluvial deposits, the Smartville complex, and the Central Belt of the Sierra Nevada. These categories roughly correspond with the valley, foothills, and mountain regions of the county, proceeding from west to east (Yuba County General Plan Update GS-27; Geology and Soils, Background Report; pg. 24).

The majority of the western valley of the county is underlain by Tertiary and Quaternary alluvium, including artificial till, dredge, or mine tailings, as well as natural levee and channel deposits, basin deposits, landslide deposits, lake, fan, and terrace deposits. This alluvial material includes poorly sorted stream and basin deposits ranging from clay to boulder sized. Named units include Pleistocene-aged Laguna formation deposits of interbedded alluvial gravel, sand, and silt, as well as Eocene-aged auriferous (gold-bearing) gravels along the Yuba River (Yuba County General Plan Update GS-27; Geology and Soils, Background Report; pg. 24).

The Smartville complex is located in the central foothills of the county. It consists of a volcanic arc assemblage of sedimentary, volcanic and plutonic rocks. This material includes marine sandstone, conglomerate, slate and siltstone, as well as Jurassic-aged volcanic rocks. Other rocks of the Smartville complex include volcanic diorite and tonalite, mafic and felsic dikes, gabbro, diabase, and ultramafic.

The underlying geology of the APE consists of Mesozoic volcanic and metavolcanic rocks, such as basaltic pillow lava, diabase, greenstone, and minor pyroclastic rocks (State of California Department of Conservation 2018; Natural Resources Conservation Service [NRCS] 2017). Specific soils within the APE consist of Sobrante-Timbuctoo complex, which is composed of residuum weathered from schist, and Dunstone-Lomarica-Argonaut taxadjunct-Sunnyslope soils, derived from loamy residuum weathered from metavolcanics (see Figure 4, Soil Map Units). Although the project APE is near a perennial source of freshwater, given the underlying Mesozoic landform age and geology, steep slopes, soil type, and the lack of previously identified prehistoric cultural resources within the project APE and the vicinity, the buried site sensitivity for the APE is considered low.

ETHNOGRAPHY

The project area falls within territory which was occupied by the southern Maidu, or Nisenan (Krober 1925; Wilson and Towne 1978). It should be noted that Los Verjeles Road and Honcut Creek Bridge are located within the northernmost portion of the Nisenan territory, close to the border separating the Nisenan from the Northwestern Maidu, or Konkow Indians (Riddell 1978). While both the Nisenan and Konkow spoke a related Penutian language and shared cultural, social, economic, and technological traits, there were important differences between them. Moreover, the two groups clearly recognized themselves as distinct socio-political entities and battled over territorial boundaries and hunting and fishing rights.

The Nisenan possessed a diverse material culture which was produced in response to the variations in elevation, climate and vegetation which characterized their territory. They occupied several different sites over the course of seasonal movements through their territorial range.

Food procurement and processing technology was constructed from the various natural resources found in the environment. Mortars and pestles were used to grind seeds, acorns, and pigment, and to soften meat (manos and metates were also used for similar purposes). Bone was used as awls for basketry, harpoons and hooks, and wedges for wood cutting. Sharpened hardwood was used to craft digging sticks for root retrieval and house and grave excavation. Olivella, abalone, and clamshell were used for adornments such as earrings and beads. Blankets and clothing were made from deer hide and rabbit skins. Moccasin-like shoes of deer hide and snowshoes were worn in the winter or for long treks (Du Bois 1935).

PREHISTORY

There is limited evidence of occupation of California in the Late Pleistocene and Early Holocene eras (14,000 to 8,000 years before the present day [BP]). It is hypothesized that “Early Holocene populations were highly mobile and territorially expansive in their wanderings” and that this

affects archaeologists' understanding of the period (McGuire 2007:170). There is limited evidence of occupation of California in the Late Pleistocene and Early Holocene eras (before 9,000 BP). Artifacts associated with this pattern include a Clovis-like fluted, concave-base projectile point, most likely used in conjunction with an atlatl, and flaked stone crescents (Moratto 1984). The nearest evidence from this period is found in isolated fluted point finds on the McCloud River in Siskiyou County and at Samwell Cave in Shasta County (Moratto 1984; Rondeau et al. 2007).

The climate during the Early Archaic Period (8,000 to 5,000 BP) was generally warm and dry, but was punctuated by periods of cooler, wetter weather. The end of this period was marked by a severe drought that lasted nearly 1,000 years and spanned a large portion of the American West (Ingram and Malamud-Roam 2013). Recent geomorphological studies in the Central Valley of California found that alternating periods of landscape instability and deposition are the norm for the Middle Holocene era (Meyer and Rosenthal 2011).

Many of the archaeological deposits dating to this time are located on lower land forms that have subsequently been covered by more recent sediments (Meyer and Rosenthal 2011). The cultural pattern for this period has been identified as the Borax Lake pattern, which appears to be a large regional pattern that extends the length of the North Coast Ranges of California (Fredrickson 1973; Moratto 1984).

Artifacts attributed as the diagnostic Borax Lake Pattern include large wide-stemmed projectile points, with square and slightly indented bases. Other artifacts commonly found in sites from this time include milling-slab and hand stone food processing tools, serrated bifaces, and a variety of flaked tools (Fredrickson 1973). The pattern appears to represent a mobile population of hunter-gatherers focusing on available resources with little emphasis on long-term storage (Sundahl 1992).

Around 5,000 BP, the climate became wetter and cooler. This Neo-glacial regime lasted until around 1,700 BP when there was a warmer, drier trend, but no severe climate change. The Middle Archaic Period (5,000 to 3,000 BP) falls in the early part of the Neo-glacial. In the northern Sacramento Valley, this cultural period is noted by Sundahl and others as the Squaw Creek Pattern (Basgall and Hildebrandt 1989; Sundahl 1992). Common artifacts of this pattern include manos (handstones) and metates (milling slabs), and the introduction of the mortar and pestle. Stone tool forms include contracting-stem projectile points (Squaw Creek Series), unifacial flake tools (McKee Uniface), awls, and wedges, produced from a wide variety of obsidian sources. Atlatl weights imply use of the atlatl as the primary hunting weapon, and net weights and fish hooks imply an increased reliance on fishing (Basgall and Hildebrandt 1989).

During the Late Archaic Period (3,000 BP to 150 BP) the wetter and cooler climate abruptly changed around 1,000 BP to a period of severe drought referred to as the Medieval Climatic Anomaly (MCA) (Ingram and Malamud-Roam 2013). During MCA, the prolonged droughts were more severe in different regions at different times. Some droughts lasted over 100 years only to be followed by an extremely wet climate event and severe flooding (Ingram and Malamud-Roam 2013). The MCA was followed by another abrupt shift to much a cooler, wetter climate referred to as the Little Ice Age (LIA). The LIA lasted from 600 BP to around 160 BP (at

the beginning of the Gold Rush in California around AD 1850) (Ingram and Malamud-Roam 2013). These dramatic climate shifts affected the people and cultures in California.

HISTORY

Similar to other areas in the Sacramento Valley, Yuba County has a rich and varied history that reflects the themes of early exploration and settlement, the Gold Rush, ranching and agriculture, reclamation and flood control, and military development.

FIELD METHODS AND RESULTS

A pedestrian survey of the APE was completed on December 11, 2017 by Stantec archaeologist Georganne McMaster. The APE includes the proposed new bridge location, the staging area, and the east-west bridge approaches on Los Verjeles Road over Honcut Creek Bridge.

Beginning on the northwest side of Los Verjeles Road (the north end of the APE), the survey began on a moderately vegetated steep slope (15–20%). Due to the steep cut, transect spacing varied from 15 to 20 meters, starting on the north end of the APE and ending at South Honcut Creek to the south, extending west for a distance of 110 feet from the Los Verjeles Road centerline to the west. The survey proceeded to the northeast side of Los Verjeles Road, extending downslope towards the creek. This area was moderately vegetated, with a slope of 5–12%. A water gaging station is approximately 70 feet west of the road, on the hillside above the creek. This station appears to be operational, and modern in construction. The survey on this side began on the north end of the APE, traveling south, with a spacing of 10–15 meters, ending at the creek. The coverage area on this side was smaller due to the lack of walkable terrain.

The survey continued on the southwest side of Honcut Creek/Los Verjeles Road, beginning at the edge of the creek and ending at Dry Creek Road. This area had a slight to moderate slope (5–10%) that was moderately vegetated, extending 110 feet from the road's edge to the western side of the APE. The survey transects in this area varied from 15–20 meters, depending on visibility.

The survey continued to the southeast side of Los Verjeles Road to a narrow strip of land. A private residence is located between Dry Creek Road and Honcut Creek. The survey area measured approximately 5 meters east/west. Between the creek and at the private property line was a narrow dirt path that began at the road, followed the creek northeast, and ended at the creek confluence. This path is likely a game trail for local wildlife.

The APE was surveyed for soil changes, landscape alterations, and cultural resources. Due to the limited nature of most of the APE (a narrow strip on both sides of Los Verjeles Road), pedestrian survey transects were narrow. All exposed soil was closely examined for discoloration and artifacts. Ground visibility varied widely, based upon asphalt road cover and vegetation. The most visible ground surface was located along the exposed road shoulders. The soil across the entire APE was light brown in color, trending towards a lighter reddish brown in some areas. In all areas where the soil was exposed, including rodent burrows, eroded cut banks in roadside drainage features, and along the Honcut Creek streambed, the soil was sandy and contained areas of concentrated gravel inclusions.

No cultural resources were identified in the APE as a result of this survey. It should be noted that during the site walk with the UAIC on October 30, 2018, Mr. Guerrero of the UAIC noted that naturally occurring river rock cobbles were used in the construction in the southeast side wing wall of the Honcut Bridge. These rocks do not appear to be modified or cultural in nature. Additionally, he observed two isolated metal cans which appear to be recent and related to roadside dumping activities. A barbed wire fence that borders the APE to the southeast was also noted. Historic maps do not depict the fence line or parcel boundary in the alignment of the fence. As a result, the fence line was not recorded as a resource.

STUDY FINDINGS AND CONCLUSIONS

The records search identified one previously recorded resource, the South Honcut Bridge, in the APE. This bridge was previously determined to be a Category 5 bridge, not eligible for the listing in the NRHP, per the Caltrans Historic Bridge Inventory. No additional cultural resources were identified in the APE as a result of Stantec's inventory efforts, including the field survey, for this project.

As discussed under Regional Geology in the Background chapter, the buried site sensitivity for the APE is considered low, given the underlying Mesozoic landform age and geology, steep creek banks along Honcut Creek within the APE, soil types, and the lack of previously identified prehistoric cultural resources within the project APE and the vicinity. Given the nature of the project area and the proposed construction impacts, it is not anticipated that previously unidentified prehistoric or historic archaeological resources are located in the project APE.

MM 5.1 Unidentified Cultural Materials

- If buried cultural resources 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. Per Attachment 4 of the 2014 First Amended Programmatic Agreement, isolated prehistoric or historic finds of fewer than three items per 100 square meters are properties exempt from evaluation.
- If human remains are discovered during project activities, all activities in the vicinity of the find will be stopped and the Yuba County Sheriff-Coroner's Office shall be notified.
- If the coroner determines that the remains may be those of a Native American, the coroner will contact the NAHC. Treatment of the remains shall be conducted in accordance with further direction of the County Coroner or the NAHC, as appropriate.

MM 5.2 Inadvertent Discoveries For Tribal Cultural Resources

At the request of the UAIC, we have included the following inadvertent discoveries mitigation measures for TCRs:

Develop a standard operating procedure, points of contact, timeline and schedule for the project so all possible damages can be avoided or alternatives and cumulative impacts properly accessed.

If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease in the immediate vicinity of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UAIC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

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

DISCUSSION/CONCLUSION/MITIGATION:

a & b) *Less Than Significant* – The proposed project is a bridge replacement project would not impact energy resources and conflict with local plans for energy.

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

Discussion/Conclusion/Mitigation:

a

i) *Less Than Significant*- Yuba County 2030 General Plan describes the potential for seismic activity potential within Yuba County as being relatively low and it is not located within a highly active fault zone. No Alquist-Priolo Earthquake Fault Zones are located within the County. The faults that are located within Yuba County are primarily inactive and consist of the Foothills Fault System, running south-southeastward near Loma Rica, Browns Valley and Smartsville. Faults within the Foothill Fault System include Prairie Creek Fault

Zone, the Spenceville Fault, and the Swain Ravine Fault. The project area is not known to be prone to liquefaction as well.

ii) *Less Than Significant* – Within Yuba County, the Swain Ravine Lineament of the Foothills Fault system is considered a continuation of the Cleveland Hill Fault, the source of the 1975 Oroville earthquake. The Foothill Fault System has not yet been classified as active, and special seismic zoning was determined not to be necessary by the California Division of Mines and Geology. While special seismic zoning was not determined to be necessary, the Foothill Fault system is considered capable of seismic activity. In addition, the County may experience ground shaking from faults outside the County.

The bridge replacement will be constructed to meet all applicable State of California seismic building codes and design as applicable to the project.

iii) *No Impact* – Ground failures, such as differential compaction, seismic settlement and liquefaction, occur mainly in areas that have fine-grained soils and clay. The proposed project would not result in any people or new structures in the project area.

iv) *No Impact* – Landslides are most likely to form when the ground is sloped. The project site has flat topography and no steep slopes (defined as slopes exceeding 60 percent grade). The proposed project would not result in any new structures in the project area.

b) *Less Than Significant Impact* –As part of the construction process, projects are required to submit plans for the disposition of surface runoff and erosion control to the County's Public Works Department. In addition, the Feather River Air Quality Management District has standard Mitigation Measures that address earth-disturbing activities. Mitigation Measures in the Air Quality section have incorporated these measures.

c) *No Impact* – The proposed project would not be subject to significant hazards associated with landslides, lateral spreading, liquefaction, or collapse. Activities that would cause subsidence include groundwater pumping and natural gas extraction. There are a number of wells in the project vicinity that are used to supply water for agricultural and residential uses. These wells will continue to be used in the future. However, the project would not result in an increased demand for water. Water usage associated with the proposed project would not significantly draw down aquifers in the area to a level that would cause subsidence.

d) *No Impact* – Expansive soils could cause damage to structures; however, the project will be required to meet all applicable State of California building code requirements.

e) *No Impact* – The project does not propose any residential uses and would not generate any wastewater. No septic systems are proposed.

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

Discussion/Conclusion/Mitigation:

a) *Less Than Significant*- Global Warming is a public health and environmental concern around the world. The predominant opinion within the scientific community is that global warming is currently occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gases” (GHG).

In 2006, the California State Legislature adopted AB32, the California Global Warming Solutions Act of 2006, which aims to reduce greenhouse gas emissions in California. Greenhouse gases, as defined under AB32, include carbon dioxide, methane, nitrous oxide, hydro-fluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that the state’s GHG emission be reduced to 1990 levels by 2020.

In 2008, the California Air Resources Board (CARB) adopted the Scoping Plan for AB32. The Scoping Plan identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. The Scoping Plan also recommends, but does not require, an emissions reduction goal for local governments of 15% below “current” emissions to be achieved by 2020 (per Scoping Plan current is a point in time between 2005 and 2008). The Scoping Plan also recognized that Senate Bill 375 Sustainable Communities and Climate Protection Act of 2008 (SB 375) is the main action required to obtain the necessary reductions from the land use and transportation sectors in order to achieve the 2020 emissions reduction goals of AB 32.

SB 375 complements AB 32 by reducing GHG emission reductions from the State’s transportation sector through land use planning strategies with the goal of more economic and environmentally sustainable (i.e., fewer vehicle miles travelled) communities. SB 375 requires that the ARB establish GHG emission reduction targets for 2020 and 2035 for each of the state’s 18 metropolitan planning organizations (MPO). Each MPO must then prepare a plan called a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its SB 375 GHG reduction target through integrated land use, housing, and transportation planning.

The Sacramento Area Council of Governments (SACOG), the MPO for Yuba County, adopted an SCS for the entire SACOG region as part of the 2035 Metropolitan Transportation Plan (MTP) on April 19, 2012. THE GHG reduction target for the SACOG area is 7 percent per capita by 2020 and 16 percent per capita by 2035 using 2055 levels as the baseline. Further information regarding SACOG's MTP/SCS and climate change can be found at <http://www.sacog.org/2035/>.

While AB32 and SB375 target specific types of emissions from specific sectors, and ARBs Scoping Plan outlines a set of actions designed to reduce overall GHG emissions it does not provide a GHG significance threshold for individual projects. Air districts around the state have begun articulating region-specific emissions reduction targets to identify the level at which a project may have the potential to conflict with statewide efforts to reduce GHG emissions (establish thresholds). To date, the Feather River Air Quality Management District (FRAQMD) has not adopted a significance threshold for analyzing project generated emissions from plans or development projects or a methodology for analyzing impacts. Rather FRAQMD recommends that local agencies utilize information from the California Air Pollution Control Officers Association (CAPCOA), Attorney General's Office, Cool California, or the California Natural Resource Agency websites when developing GHG evaluations through CEQA.

GHGs are emitted as a result of activities in residential/commercial buildings when electricity and natural gas are used as energy sources. New California buildings must be designed to meet the building energy efficiency standards of Title 24, also known as the California Building Standards Code. Title 24 Part 6 regulates energy uses including space heating and cooling, hot water heating, ventilation, and hard-wired lighting that are intended to help reduce energy consumption and therefore GHG emissions. Replacing an existing bridge will not create any new sources of GHG outside of the small emission that would take place during project construction that are within the limits allowed in the Yuba County 2030 General Plan.

Therefore a bridge replacement project on an existing road would likely not generate significant GHG emissions that would result in a cumulatively considerable contribution to climate change impacts.

b) No Impact- Yuba County is currently preparing a Resource Efficiency Plan that will address Greenhouse Gas emissions; however there is not a plan in place at this time. The project is consistent with the Air Quality & Climate Change policies within the Public Health & Safety Section of the 2030 General Plan therefore, the project does not conflict with any applicable plan, policy or regulation.

IX. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a) *Less than Significant*– The project consists of a bridge replacement along a section of Los Verjeles Road. Construction equipment typically uses only a minor amount of hazardous materials, primarily motor vehicle fuels and oils. Because of their limited quantity, these materials would present a minor hazard, and only if spillage occurs. Standard spill prevention and control measures will be maintained by the contractor. Use of these materials would cease once project construction is completed.

b) *No Impact* – As noted in a) above, only a limited amount of hazardous materials would be used by construction equipment during road construction. Spills of these materials could potentially occur, but they would be minor and would not lead to an evacuation in a rural area.

c) *No Impact* – There are no schools located near the project site. As noted in a) above, the only hazardous materials associated with proposed project are motor vehicle fuels and oils which would not present a significant hazard. The project would not include any activities that would generate hazardous material emissions or use acutely hazardous materials.

d) *No Impact* – The project is not located on a site known for having any hazardous materials.

e) *No Impact* – There are no private airstrips located near the project site. Therefore, the project will not have any potential safety impacts related to private airstrips.

f) *No Impact* – The County is currently developing a Pre-Disaster Multi-Hazard Mitigation Plan (MHMP), in accordance with the Disaster Mitigation Act of 2000, to develop activities and procedures to reduce the risk of loss of life and property damage resulting from natural and man-made hazards and disasters. The 2030 General Plan contains safety and seismic safety policies. The project is not expected to have an impact on any of the County's emergency response plans or policies. The project does not propose any development that would have to evacuate and would not interfere with an emergency evacuation of the area.

g) *No Impact* – The project does not propose any development; therefore, it would not expose people or structures to wildland fires. All heavy equipment used during the construction of the project will be mandated to possess fire extinguishers and all construction personal training to use the fire extinguishers.

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

Discussion/Conclusion/Mitigation:

a & g) *Less Than Significant with Mitigation* – The project may result in ground disturbance equal to or greater than one acre in size and would then be within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB), which develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Prior to construction of a project greater than one acre, the RWQCB requires a project applicant to file for a National Pollution Discharge Elimination System (NPDES) General Permit. The General Permit process requires the project applicant to 1) notify the State, 2) prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and 3) to monitor the effectiveness of the plan.

The following mitigation shall be incorporated into the project’s construction activities and stormwater runoff design to offset the potential for siltation (erosion) and other potential water quality impacts.

MM 9.1 National Pollution Discharge Elimination (NPDES) Permit

Prior to the County’s approval of a grading plan or site improvement plans, the project applicant shall obtain from the Central Valley Regional Water Quality Control Board a National Pollution Discharge Elimination (NPDES) Permit for the disturbance of over one acre. Further, approval of a General Construction Storm Water Permit (Order No. 99-08-DWQ) is required along with a Small Construction Storm Water Permit. The permitting process also requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential construction pollutants that may be generated at the site including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that will be employed to eliminate or reduce such pollutants from entering surface waters.

b) *No Impact* – The project will not affect groundwater supplies or interfere with any groundwater recharge. There is not a development component to the project.

c) *Less than Significant* – The proposed construction plan would not substantially alter the existing drainage pattern of the site or area. The natural drainage pattern of the area will be enhanced, but not altered in terms of changing drainage channels/paths.

The project sponsor is also required to file a NPDES General Construction Storm Water Permit. The NPDES General Construction Permit process requires the project sponsor to 1) notify the State, 2) prepare and implement a SWPPP, and 3) monitor the effectiveness of the plan. The SWPPP identifies pollutants that may be generated at the construction site, including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that a project will employ to eliminate or reduce contamination of surface waters. Implementation of the conditions of the NPDES General Construction Permit, if required, would control potential erosion problems.

d) *No Impact* – As stated above, the proposed project would not substantially alter the existing drainage pattern of the site. No future development such as the construction or structures or

houses is proposed; however a small increase in impervious surfaces would occur. Therefore, flooding is unlikely to be generated by the additional impervious surfaces.

e) i-iv) *No Impact* – As noted in d) above, the proposed project would not generate higher runoff rates or effect on water quality other than those impacts discussed above.. No additional impacts that what is already occurring will occur.

f) *No Impact* – Seiche and tsunami hazards occur only in areas adjacent to a large body of water. The project site is not located in such an area. There are no steep slopes in the project area; the landslide potential of the project site is minimal and the mudflow hazard is minimal.

XI. LAND USE AND PLANNING		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

Discussion/Conclusion/Mitigation

a) *No Impact* – The project site consists of a bridge replacements and is located in a rural area and there would be no change in land use. The project would not physically divide an established community.

b) *No Impact* – The Yuba County General Plan designates the project site as Natural Resources. The project site is surrounded by properties zoned “EA-40” Exclusive Agricultural, 40 acres minimum and “RPR” Resource Preservation and Recreation and it meets all the requirements and intents for these zones. No rezoning to accommodate the project is required. The project is consistent with the current General Plan policies and zoning designations.

c) *No Impact* – As discussed in the Biological Resources section, no habitat conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties recently ended participation in a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The project site was not located within the proposed boundaries of the former plan and no conservation strategies have been proposed to date which would be in conflict with the project.

XII. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a & b) *No Impact* – Exhibit GS-5, Mineral Resource Locations, of the Yuba County 2030 General Plan Geology and Soils Background Report, identify known and expected mineral resources within Yuba County, respectively. The project site is not located with an active mining area or a mineral resource zone in Exhibit GS-5. The project is expected to have no impact on mineral resources.

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

Discussion/Conclusion/Mitigation:

a) *Less Than Significant* – The Yuba County 2030 General Plan contains recommended ambient allowable noise level objectives. The plan recommends a maximum allowable ambient noise level of 50 dB in both daytime and evening hours. Temporary construction noise associated with project construction would be minimal and be conducted solely during daylight hours. During construction, noise levels are expected to remain well below these thresholds of significance. After construction is complete, noise levels will drop to existing levels.

Construction activities associated with the project may cause a temporary increase in noise levels in the vicinity. However, these noise levels would be temporary and would cease once construction activities end. In addition, the temporary construction noise associated with grading activities would be similar to noise generated by other rural residential activities. There are few residences on the surrounding parcels and construction noise is expected to have little impact on these parcels. The County noise ordinance requires that both agriculture and low- density residential zones not exceed an ambient noise level of 50 decibels from 10:00 pm to 7:00 am. This would further reduce construction noise impacts on the few residences adjacent to the project site, particularly at nighttime when residents are most sensitive to noise.

b) *No Impact* – Primary sources of groundborne vibrations include heavy vehicle traffic on roadways and railroad traffic. There are no railroad tracks near the project site. Traffic on roadways in the area would include very few heavy vehicles, as no land uses that may require them are in the vicinity. The only noise generated by the project would be during the construction phase; there would be no permanent increase in ambient noise levels in the project vicinity.

c) *No Impact* – The nearest airport to the project site is the BAFB Airport. The existing and future land use will not change as a result of this project and the project would not expose people residing or working in the project area to excessive noise levels. The project site is not located within the vicinity of a private airstrip.

XIV. POPULATION AND HOUSING				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a) *No Impact* – The project does not include the construction of homes or any infrastructure that would be required to foster population growth near the project area; therefore, there would be no increase in population.

b-c) *No Impact* – The project does not include the demolition of any housing; therefore it would not displace any housing or people and would not require the construction of replacement housing.

XV. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:					
a)	Fire protection?	☐	☐	☐	☒
b)	Police protection?	☐	☐	☐	☒
c)	Schools?	☐	☐	☐	☒
d)	Parks?	☐	☐	☐	☒
e)	Other public facilities?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

a) *No Impact* – The proposed project does not include the construction of any housing or land uses that would require a change or increase in fire protection. There would be no impact on fire protection services.

b) *No Impact* – The Yuba County Sheriff's Department would continue to provide law enforcement services to the project site and the California Highway Patrol will respond in the event of a vehicle accident. The proposed project does not include the construction of any housing or land uses that would result in a change or increase in the demand for law enforcement.

c) *No Impact* – The proposed project does not include the construction of any housing and would not generate any students. The project would not increase the demand on school districts.

d) *No Impact* – The proposed project does not include the construction of housing and would not generate an increased demand for parks.

e) *No Impact* – Other public facilities that are typically affected by development projects include the Yuba County Library and County roads. However, since there is no development proposed by the project, there would be no increased demand for these services. The temporary traffic generated by construction activities would not generate any additional roadway maintenance.

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

Discussion/Conclusion/Mitigation:

a & b) *No Impact* – The proposed project does not include the construction of any housing and therefore would not increase the demand for parks or recreational facilities. The project also does not include the construction of any new recreational facilities.

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

Discussion/Conclusion/Mitigation:

a) *Less Than Significant* – The proposed project would generate a temporary increase in traffic during construction. It is expected that the roadway can accommodate the temporary increase in traffic during construction. The project would not significantly increase traffic in the area. However, there could be upwards to a fifteen-minute traffic delay during construction activities.

Level of service (LOS) is a qualitative measure of traffic conditions on a given road segment or intersection. LOS ratings are from A to F, with A being the best condition. According to the Yuba County General Plan, the minimum acceptable LOS for County roads is D. According to the Yuba County 2030 General Plan, Los Verjeles City Road is classified as having a Level of Service “A” that is an acceptable level of service for a Yuba County Road. Los Verjeles City Road is able to accommodate the additional temporary increase in traffic during construction while maintaining a Level of Service “B”. Temporary traffic associated with project construction will only be temporary and will not result in any permanent change to the current “A” LOS rating for Los Verjeles Road.

b) *Less Than Significant* – The proposed transportation projects will have no impact on, vehicle miles traveled and therefore will cause a less than significant transportation impact. Los Verjeles Road is an existing road that currently provides access to the project site and will continue to do so after the project is completed.

c) *No Impact* – Los Verjeles Road is an existing road that currently provides access to the project site. The road is used by the surrounding rural community and for traffic traveling through the community of Loma Rica. Los Verjeles Road would be used by construction equipment accessing the project site; however, there would be no substantial increase in hazards due to this temporary use of the road.

The roadway approaches on both sides will be reconstructed and widened in order to tie into the new bridge. The widened and reconstructed roadway will extend approximately 525 feet on the north side and 500 feet on the south side of the bridge. Therefore, the new bridge will improve the design of the roadway and bridge.

d) *No Impact* – Emergency access to the project site would be via Los Verjeles Road. There would be no change in emergency access as a result of the project.

XVIII. TRIBAL CULTURAL RESOURCES

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:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐
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.	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

a) *Less Than Significant* – The NCIC records search performed by Stantec, identified one resource within the APE and three resources located outside of the APE, but within a ½-mile radius. The resource located within the APE is the South Honcut Creek Bridge (P-58-002629), built in 1940. The bridge was previously determined not eligible for the NRHP per the Caltrans Historic Bridge Inventory, and is considered a Category 5 Bridge.

b) *Less Than Significant with Mitigation Incorporated* – Based on the study by Stantec, Yuba County has determined no significant resources in the APE. Moreover, the UAIC received the County’s AB 52 consultation invitation for the project on March 11, 2020. Anna Starkey, with the UAIC, stated that the UAIC had previously consulted under Section 106, which included a site visit, and that no cultural resources or resources of concern to the Tribe were identified in the project area. Therefore, no additional consultation under AB52 was warranted.

In addition to the **Mitigation Measures 5.1 & 5.2**, the following mitigation measure was requested by the UAIC on March 11, 2020 to address inadvertent discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project’s ground disturbing activities. Therefore, in the event of the accidental discovery or recognition of tribal cultural resources in the project area the impact upon tribal cultural resources would be ***less than significant impact with mitigation incorporated***.

MM 18.1 Inadvertent Discoveries Of TCRs

If any TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The appropriate tribal representatives from culturally affiliated tribes shall be immediately notified.

Work at the discovery location cannot resume until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

XIX. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

- a) *No Impact* – The project does not propose the construction of any structures that would generate wastewater.
- b) *No Impact* – The project does not require the use of water or wastewater treatment facilities.
- c) *Less Than Significant* – As discussed in the Hydrology and Water Quality section, there would be little increase in impervious surfaces as a result of the project; therefore, the project would minimally increase runoff.
- d) *Less Than Significant* – As discussed earlier, there is no need for a water supply at the proposed project site.
- e) *No Impact* – The project does not require the use of water or wastewater treatment facilities.
- f-g) *No Impact* – The project is not anticipated to result in the generation of any solid waste.

XX. WILDFIRE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

DISCUSSION/CONCLUSION/MITIGATION:

a,b,c,d) *Less than Significant* – The project is a bridge replacement project that is intended to replace a structurally deficient bridge that will ultimately improve emergency access and wildfire safety to the area. During project construction, local residents and construction employees would still be able to utilize nearby Loma Rica Road and/or Dry Creek Road. Project related impacts to the adopted emergency response plan and emergency evacuation plan would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

a) *Less Than Significant With Mitigation Incorporated* – As discussed in the Biological and Cultural Resources sections, construction associated with the project could potentially have impacts on cultural resources, and to small animal and bird species as discussed in both sections. Proposed mitigation measures would lessen the impact this project would have on both biological and cultural resources.

b) *Less Than Significant Impact with Mitigation Incorporated* – Construction of the project, in combination with other proposed projects in the adjacent area, may contribute to air quality impacts that are cumulatively considerable. However, when compared with the thresholds in the Air Quality section, the project would not have a cumulatively significant impact on air quality.

The project is consistent with the Yuba County 2030 General Plan land use designation for the project site and the zoning for the project site. With the identified Mitigation Measures **Mitigation Measure 3.1** and **Mitigation Measure 3.2** in place, cumulative impacts would be

less than significant. No other cumulative impacts associated with this project have been identified.

c) *Less Than Significant Impact with Mitigation Incorporated* – Due to the nature and size of the proposed project, no substantial adverse effects on humans are expected. The project would not emit substantial amounts of air pollutants, including hazardous materials. The project would not expose residents to flooding. The one potential human health effects identified as a result of project implementation were minor construction-related impacts, mainly dust that could affect the few scattered residences near the project site. These effects are temporary in nature and subject to Feather River Air Quality Management District's Standard Mitigation Measures that would reduce these emissions to a level that would not be considered a significant impact.

REFERENCES

1. Yuba County 2030 General Plan. AECOM. June 2011
2. Yuba County 2030 General Plan Final Environmental Impact Report. AECOM. June 2011.
3. Yuba County. County of Yuba Development Code. 2015.
4. Yuba County Important Farmland Map 2016. California Department of Conservation.
5. Yuba County Improvement Standards.
6. [State of California Hazardous Waste and Substance site "Cortese" list](#)
7. Yuba County 2013-2021 Housing Element. PMC. Jan. 2014
8. Los Verjeles Road over South Honcut Creek Bridge Replacement Project NES. March 2019. Stantec
9. Los Verjeles Road over South Honcut Creek Bridge Replacement Project HPSR. September 2017. North State Resources, Inc
10. Los Verjeles Road over South Honcut Creek Bridge Replacement Project ASR. November 2018. Stantec.
11. Los Verjeles Road over South Honcut Creek Bridge Replacement Project CalEEMod Air Quality Project Analysis. May 2020. Yuba County Planning Department.