Draft

Old Amador Road Bridge (Bridge No. 26C0042) Replacement Project

Initial Study/Mitigated Negative Declaration

December 2020

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Initial Study/Mitigated Negative Declaration

Amador County, California

Amador City 7.5-Minute Quadrangle

Township 07N, Range 10E, Section 35

Submitted to:

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EXECUTIVE SUMMARY

The Amador County Transportation and Public Works (County) proposes to replace the existing single-lane Old Amador Road Bridge (Bridge No. 26C-0042) over Rancheria Creek with a new single-lane bridge (proposed project). The project site is located along Old Amador Road, approximately 0.8 miles northwest of Amador City, California. The new replacement bridge is proposed to be a single-, cast-in-place, pre-stressed concrete slab bridge with a span of approximately 80 feet long and a width of 20 feet. The existing structure would be removed, and the new structure would be constructed in the same location preserving the existing roadway alignment. The replacement bridge would be designed to meet current applicable County, American Association of State Highway and Transportation Officials (AASHTO) and Caltrans design standards.

The Draft Initial Study/Mitigated Negative Declaration was submitted to the State Clearinghouse on December 11, 2020 for a 30-day public review period that will end on January 11, 2021. During the public review period, the Draft IS/MND will be available for review at the Amador County Department of Transportation and Public Works during business hours.

The IS/MND prepared for the propose project assesses the potential effects on the environment and the significant of those effects. Based on the results of the IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings:

- The proposed project would not impact agriculture and forestry resources, land use and planning, and recreation.
- The proposed project would have a less-than-significant impact on air quality, energy, geology and soils, greenhouse gas emissions, mineral resources, noise, population and housing, tribal cultural resources, and utilities and service systems.
- The proposed project would have a less-than-significant impact with the implementation of mitigation measures on aesthetics, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, public services, transportation, and wildfire.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

The proposed project incorporated standard construction measures and all applicable mitigation measures, as described in Section 4 of the IS/MND. In addition to standard construction measures required by the California Department of Transportation (Caltrans) Standard Specifications and other applicable laws, regulations, and policies, the following mitigation measures would be implemented as part of the proposed project to avoid or minimize potential environmental impacts. Implementation of these mitigation measures would reduce the potentially significant environmental impacts of the proposed project to less than significant levels.

Table ES-1. Summary of Impacts, Mitigation Measures, and Level of Significance after Mitigation.

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Have a substantial adverse effect on a scenic vista?	Less than Significant	No mitigation measures are required.	Less than Significant
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	No mitigation measures are required.	Less than Significant
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?	Potentially Significant	**Mitigation Measure AES-1: Reuse Rock Retaining Walls.** Salvage and reuse the existing stone rock gravity retaining walls in the new project design to increase the aesthetic compatibility between the new project and the existing conditions.	Less than Significant
Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	No Impact	No mitigation measures are required.	No Impact
Agriculture and Forestry Resources			
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No mitigation measures are required.	No Impact
Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No mitigation measures are required.	No Impact

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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))?	No Impact	No mitigation measures are required.	No Impact
Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No mitigation measures are required.	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No mitigation measures are required.	No Impact
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	No mitigation measures are required.	Less than Significant
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	No mitigation measures are required.	Less than Significant
Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	No mitigation measures are required.	Less than Significant
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Biological Resources			
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?	Potentially Significant	**Mitigation Measure BIO-1: Avoidance and Minimization Efforts for CRLF.** Implementation of the following avoidance and minimization efforts will ensure that no take of CRLF occurs as a result of the project: • The project proponent shall use a Service-approved biologist for preconstruction surveys and construction monitoring. The project proponent shall submit the name and credentials of the project's biologist(s) to the Service for review at least 15 days prior to the onset of construction activities. • Environmental awareness training will be conducted by a Service-approved biologist prior to the onset of project work for construction personnel to brief them on how to recognize CRLF. Construction personnel should also be informed that if a CRLF is encountered in the work area, construction should stop and the Service contacted for guidance. The crew foreman will be responsible for ensuring that crew members adhere to the guidelines and restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures. • Within 48 hours prior to the onset of vegetation removal in the riparian habitat and Rancheria Creek, a Service-approved biologist will survey the project area for CRLF. • All vegetation scheduled for removal in the riparian habitat and Rancheria Creek will be removed by hand or with hand tools. Mechanized vehicles will not be used to clear the brush. A Service-approved biologist will be present during grubbing and clearing activities in the riparian habitat and Rancheria Creek to monitor for CRLF. • Temporary orange construction barrier fencing (or sedimentation fencing where required by permits) shall be installed at the upstream and downstream limits of the PIA to prevent the encroachment of construction personnel and equipment into any sensitive areas during project work.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The fencing shall be installed after initial clearing of vegetation but prior to any further work on the Project. • If CRLF are found at any time during project work, construction will stop and the Service will be contacted immediately for further guidance. • Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from the riparian habitat and Rancheria Creek. A toxic materials control and spill-response plan will be developed and implemented for the proposed project. • The County and/or contractor will administer BMPs to protect water quality and control erosion. • Water diversion and stream crossing structures should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies BMPs. Water diversion and stream crossing structures may include the use of clean removable materials, such as, sand bags, Port-a-dams, water bladder dams, K-rails, driven sheet metal coffer dams, and trestles. Temporary culvert(s) and/or temporary bridge(s) must be sized to handle reasonably anticipated flows from unanticipated storm events. All water diversion structures shall be removed from the stream zone by October 15, or consistent with the Streambed Alteration Agreement. • Dewatering activities should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies BMPs. • To ensure compliance with the project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work in Rancheria Creek occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A Service-approved biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		questions and make recommendations regarding implementation of CRLF avoidance and minimization measures. • Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate. **Mitigation Measure BIO-2: Avoidance and Minimization Measures for Swallows.** Swallows arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures shall be taken to prevent establishment of swallow nests on the existing bridge structure prior to construction. Techniques to prevent nest establishment include the following: • The contractor shall visit the site weekly and remove partially completed nests using either hand tools or high-pressure water; or • Hang, monitor and maintain netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until bridge demolition occurs. **Mitigation Measure BIO-3: Avoidance and Minimization Measures for Birds of Prey and Birds Protected by the Migratory Bird Treaty Act.** If construction begins outside the 1 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests. • If construction is scheduled to begin between 1 February and 31 August then a qualified biologist shall conduct a preconstruction survey for active nests at the construction site and within a minimum of 250 feet of the construction site from publicly accessible areas within one week prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further mitigation measures are necessary. • If an active nest of a bird of prey or MBTA bird is found, then the biologist shall flag a minimum 250-foot ESA around the nest if the nest is of a bird of prey and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. • No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		determines that a smaller buffer will protect the active nest. • The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. The size of suitable buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project specific conditions. • Between 1 February and 31 August, if additional trees or shrubs need to be removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented. • If an active nest is found after the completion of pre-construction surveys and after construction begins, all construction activities will stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest. If establishment of the buffer is not feasible, CDFW will be contacted for further avoidance and minimization guidelines. **Mitigation Measure BIO-4: Pre-Construction Surveys for Bats and Avoid Maternity Roosting Sites.** A bat survey shall be conducted by a qualified biologist in suitable habitat prior to May 1st. In the event that exclusionary measures are required prior to the active season of this species, no exclusionary efforts should be conducted during May 1st to August 31st of the construction year. If no roosting bats are found, no further mitigation would be necessary. **Mitigation Measure BIO-5: Exclusion Efforts.** If pallid bats or other bat species are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats to the amount feasible while taking into account project schedule. Exclusionary devices, such as plastic sheeting, and plastic or wire mesh, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts. **Mitigation Measure BIO-6: Pre-Construction Surveys for Special-Status Plant Species.** A qualified biologist shall conduct a pre-construction survey for special-status plant species (including Red Hills soaproot and big-scale balsamroot) within	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		30 days prior to construction. If special-status plant species are not found, then no further measures are necessary. If special-status plant species are found in the PIA, CDFW will be notified at least 10 days prior to construction impacts in the vicinity of special-status plant species in accordance with the California Native Plant Protection Act of 1977 (CDFG Code Section 1900-1913) to allow sufficient time to transplant the individuals to a suitable location or develop other mitigation measures in coordination with CDFW.	
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant	**Mitigation Measure BIO-7: Implement Water Quality Best Management Practices**. The County will ensure that the project contractor complies with the requirements of a National Pollution Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB), Central Valley Region. As part of the permit, the contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before, during, and after construction to surface waters. The following BMPs will be incorporated into the project as part of the construction specifications: • Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles. • Properly dispose of oil or other liquids. • Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas), will be located at least 20 meters from Rancheria Creek and any other drainages on site. • Fuels and hazardous materials would not be stored on site.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids. • Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring/summer of 2015. If rains are forecasted during construction, additional erosion and sedimentation control measures would be implemented. • Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event. • Train construction workers in storm water pollution prevention practices. • Revegetate disturbed areas in a timely manner to control erosion. **Mitigation Measure BIO-8: Implement Riparian Habitat Avoidance and Compensation Measures.** The County shall implement the following riparian habitat avoidance and compensation measures: • Prior to removal of any trees, an ISA Certified Arborist will conduct a tree survey in areas that may be impacted by construction activities. This survey will document tree resources that may be adversely impacted by implementation of the proposed project. The survey will follow standard professional practices. • Current riparian vegetation and oaks will be retained to extent feasible. A Tree Protection Zone (TPZ) will be established around any tree or group of trees to be retained. The TPZ will be delineated by an ISA Certified Arborist. The TPZ will be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees will be demarcated using fencing that will remain in place for the duration of construction activities. • Construction-related activities will be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery will be operated within the TPZ. Grading will be prohibited within the TPZ. No construction materials, equipment, or heavy machinery will be stored within the TPZ. • To ensure that there is no net loss of riparian habitat, the County will create or restore riparian habitat that is of a like function and value to the habitats lost. The permanent degradation of riparian habitat will be compensated for at a 3:1 ratio through the purchase of similar habitat	

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		value from a CDFW-approved conservation bank. Compensation will take the form of riparian preservation or creation in accordance with CDFW mitigation requirements, as required under project permits. Preservation and creation may occur onsite through a conservation agreement or offsite through purchasing credits at a Corps approved mitigation bank. • This mitigation will include compensation for the loss of riparian habitat and will include the planting of Valley foothill/floodplain/mixed riparian as appropriate. The planting plan will be implemented as detailed in a Restoration Plan approved by CDFW. The plan will includes performance standards for revegetation that will ensure successful restoration of the riparian areas. • The County will replace any trees removed to ensure no net loss of habitat functions or values. All trees planted will be purchased from a locally adapted genetic stock obtained within 50 miles of the project site, where feasible. All species will be replaced at a 3:1 ratio. • The County will protect other wetlands, riverine and associated riparian habitats located in the vicinity of the project site by installing protective fencing. Protective fencing will be installed along the edge of construction areas including temporary and permanent access roads where construction will occur within 200 feet of the edge of wetland and riverine habitat (as determined by a qualified biologist). The location of fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: "This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment." The signs will be clearly readable at a distance of 20 feet, and will be maintained for the duration of construction activities in the area. • Where riparian vegetation occurs along the edge of the construction easement, the County will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the	

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		entire plant. Trimming will be conducted per the direction of a biologist and/or Certified Arborist.	
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant	Implement Mitigation Measures BIO-7 through BIO-8	Less than Significant
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant	No mitigation measures are required.	Less than Significant
Conflict with any local policies or ordinances protecting biological resources, sch as a tree preservation policy or ordinance?	Potentially Significant	Implement Mitigation Measures BIO-1 through BIO-8	Less than Significant
Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	No mitigation measures are required.	No Impact
Cultural Resources			
Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Potentially Significant	**Mitigation Measure CUL-1: Discovery of Cultural Resources during Ground-Disturbing Activities.** If cultural resources are discovered during ground-disturbing activities, all activity in the vicinity shall cease until the discovery is evaluated by an archaeologist or paleontologist working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards. If the archaeologist/paleontologist determines that the	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		resources may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented. The need for archaeological and Native American monitoring during the remainder of the project will be re-evaluated by the archaeologist as part of the treatment determination. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature. In considering any suggested mitigation proposed by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. **Mitigation Measure CUL-2: Halt Work if Human Skeletal Remains are Identified during Construction**. If human skeletal remains are uncovered during project construction, work must immediately halt and the Amador County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant	Implement Mitigation Measures CUL-1 through CUL-2	Less than Significant
Disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	Implement Mitigation Measure CUL-2	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Energy			
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant	No mitigation measures are required.	Less than Significant
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant	No mitigation measures are required.	Less than Significant
Geology and Soils			
Directly or indirectly cause potential substantial adverse effect, 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?	Less than Significant	No mitigation measures are required.	Less than Significant
ii. Strong seismic ground shaking?	Less than Significant	No mitigation measures are required.	Less than Significant
iii. Seismic-related ground failure, including liquefaction?	Less than Significant	No mitigation measures are required.	Less than Significant
iv. Landslides?	Less than Significant	No mitigation measures are required.	Less than Significant
Result in substantial soil erosion or the loss of topsoil?	Less than Significant	No mitigation measures are required.	Less than Significant
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	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
landslide, lateral spreading, subsidence, liquefaction, or collapse?			
Be located on expansive soil, as defined in Table 18-1-Bof the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant	No mitigation measures are required.	Less than Significant
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No mitigation measures are required.	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact	No mitigation measures are required.	No Impact
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	No mitigation measures are required.	Less than Significant
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	No mitigation measures are required.	Less than Significant
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	No mitigation measures are required.	Less than Significant
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of	Potentially Significant	**Mitigation Measure HAZ-1: ACM and LBP Testing.** Based on the age of the structure, the existing bridge may contain ACMs, and shall be inspected by a CAC under separate assessment during the Plan, Specifications and Estimate (PS&E) process. Additionally, pavement striping and thermoplastic paint used on roadways often contain lead. The potential exists for the bridge and associated features to	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
hazardous materials into the environment?		contain LBP, and they shall be addressed under separate assessment during the Plan, Specifications and Estimate (PS&E) process. **Mitigation Measure HAZ-2: Arsenic Containing Soil.** Soil containing arsenic above 22 mg/kg will be mitigated through the use of a capping system to reduce or eliminate direct contact and mobilization of arsenic to surface or groundwater. Along the bridge approaches the capping system will consist of a compacted base rock layer (9-inch minimum) and topped with a layer of asphalt (3-inch minimum). The impervious asphalt capping system will provide a 1-foot (minimum) separation between contaminated soil and the ground surface. Direct runoff from the asphalt capping system can lead to increased erosion in surrounding areas; therefore, containment of soils along the edges of Old Amador Road and around the new bridge abutments is also necessary. To contain arsenic contaminated soil in these areas, a geomembrane confinement system designed to reduce or prevent surface erosion will be utilized. It is expected that the RAP will recommend pH stabilization of soil on the site and capping with impervious material to prevent surface water infiltration and mobilization of the arsenic to surface or groundwater, although other techniques will be evaluated to determine the most cost-effective remedial solution. **Mitigation Measure HAZ-3: Development of a Health and Safety Plan (HASP).** A HASP shall be developed for the proposed project. The HASP shall describe appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. Any unknown substances shall be tested, handled and disposed of in accordance with appropriate federal, state and local regulations. **Mitigation Measure HAZ-4: Contamination of Soil and/or Groundwater.** During construction activities for the proposed project, if contaminated soil and/or groundwater are encountered or suspected contamination is encountered, work should be stopped in the suspected area of contamination and the type and extent of the contamination be identified. If necessary, a remediation plan shall be implemented in conjunction with continued construction of the proposed project.	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within	No Impact	No mitigation measures are required.	No Impact

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
one-quarter mile of an existing or proposed school?			
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?	Potentially Significant	Implement Mitigation Measures HAZ-1 through HAZ-4	Less than Significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation measures are required.	No Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	Implement Mitigation Measure TRANS-1.	Less than Significant
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant	No mitigation measures are required.	Less than Significant
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Potentially Significant	**Mitigation Measure WQ-1: Return Temporarily Disturbed Areas to Pre-Project Conditions** All temporarily disturbed areas will be returned to pre-project conditions upon completion of construction. These areas will be properly protected from washout and erosion using erosion control devices including, but not limited to, coir netting, hydroseeding, and revegetation. In sloped areas, additional erosion control measures will be applied, which will include erosion control blankets and fiber rolls.	Less than Significant

		Mitigation Measure WQ-2: Protect Existing Vegetation Existing vegetation will be protected using temporary fencing, or other similar protection devices, to reduce potential for erosion and sedimentation. **Mitigation Measure WQ-3: Cover and Stabilize Exposed Soils** Exposed soils will be covered by visqueen or other suitable material, or other methods will be used to reduce erosion and runoff during rainfall events. Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities. **Mitigation Measure WQ-4: Develop and Implement Driling and Dewatering Plan** The contractor shall develop a drilling and dewatering plan describing the methods, materials, quantities, and locations of the drilling and dewatering activities. All discharges from dewatering will adhere to the requirements of the General Waste Discharge Requirements/NPDES Permit for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2016-0076, NPDES NO. CAG995002). **Mitigation Measure WQ-5: Develop and Implement Toxic Materials and Spill Response Plan** The contractors will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with Project construction. **Mitigation Measure WQ-6: Develop Water Pollution Control Plan and Implement Water Quality Best Management Practices** Before any ground-disturbing activities, the County shall prepare and implement a WPCP that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after construction. The WPCP shall follow guidance in the current version of the Caltrans Stormwater Quality Handbook and the California Stormwater Quality Association (CASQA) BMP Handbook. The WPCP shall include site design to minimize offsite storm water runoff that might otherwise affect adjacent lake or stream habitat. The WPCP shall require that the construction contractor implement BMPs to protect water quality within Rancheria Creek. Caltrans and CASQA have developed resources for preventing water pollution during construction activities. Based on review of the	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		proposed project, the following or equivalent BMPs will be used by the construction contractor when developing the WPCP: • Silt fence • Hydraulic mulch • Hydroseeding • Fiber rolls • Street sweeping • Dewatering operations • Material and equipment use over water • Other spill control and prevention measures In addition to the BMPs, the WPCP will require that the contractor cover or otherwise stabilize all exposed soil 48 hours prior to potential precipitation events of greater than 0.5 inch.	
Substantially decrease ground water supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	No mitigation measures are required.	Less than Significant
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i. Result in substantial erosion or siltation on- or off-site?	Less than Significant	No mitigation measures are required.	Less than Significant
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant	No mitigation measures are required.	Less than Significant
iii. Create or contribute runoff water which would exceed the capacity	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			
iv. Impede or redirect flood flows?	Less than Significant	No mitigation measures are required.	Less than Significant
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No mitigation measures are required.	No Impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	No mitigation measures are required.	Less than Significant
Land Use and Planning			
Physically divide an established community?	No Impact	No mitigation measures are required.	No Impact
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	No mitigation measures are required.	No Impact
Mineral Resources			
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?	Less than Significant	No mitigation measures are required.	Less than Significant
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?	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Noise			
Generate 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?	Potentially Significant	**Mitigation Measure NO-1:** The following control measures shall be implemented in order to minimize noise and vibration disturbances during periods of construction: 1. Construction activities shall be limited to between 7 a.m. and 6 p.m. Monday through Friday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on weekends and holidays (President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving, Christmas Day, and New Year's Day). 2. Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). 3. Utilize construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods. 4. Turn off idling equipment.	Less than Significant
Generate excessive groundborne vibration or groundborne noise levels?	Potentially Significant	Implement Mitigation Measure NO-1.	Less than Significant
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, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	No Impact	No mitigation measures are required.	No Impact
Population and Housing			
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			
Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation measures are required.	No Impact
Public Services			
Result in substantial adverse physical impacts associated with the provision of, or the 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 following public services: i. Fire protection?	Potentially Significant	Implement Mitigation Measure TRAF-1	Less than Significant
ii. Police protection?	Potentially Significant	Implement Mitigation Measure TRAF-1	Less than Significant
iii. Schools?	No Impact	No mitigation measures are required.	No Impact
iv. Parks?	No Impact	No mitigation measures are required.	No Impact
v. Other public facilities?	No Impact	No mitigation measures are required.	No Impact
Recreation			
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	No Impact	No mitigation measures are required.	No Impact

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	No Impact	No mitigation measures are required.	No Impact
Transportation			
Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant	No mitigation measures are required.	Less than Significant
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant	No mitigation measures are required.	Less than Significant
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	No mitigation measures are required.	Less than Significant
Result in inadequate emergency access?	Potentially Significant	**Mitigation Measure TRANS-1: Standard Traffic Management Plan**. The construction contractor for the proposed project shall implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding residences. Temporary disruptions to access for residences in the area shall be minimized by coordinating construction activities to provide alternative access points and by ensuring that all residences have at least one open driveway during the construction period. Additionally, prior to the start of construction, the contractor shall coordinate with the Amador County Sherriff and Fire departments, California Highway Patrol, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.	Less than Significant
Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a	Less than Significant	No mitigation measures are required.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
tribal cultural resource, defined in Public Resource 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: 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)?			
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, the lead agency shall consider the significance of the resources to a California Native American tribe.	Less than Significant	No mitigation measures are required.	Less than Significant
Utilities and Service Systems			
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact	No mitigation measures are required.	No Impact

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	No mitigation measures are required.	Less than Significant
Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	No mitigation measures are required.	No Impact
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?	Less than Significant	No mitigation measures are required.	Less than Significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	No mitigation measures are required.	Less than Significant
Wildfire			
Substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	Implement Mitigation Measure TRAF-1.	Less than Significant
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 wildfire?	Potentially Significant	**Mitigation Measure FIRE-1: Fire Safety Plan.** Prior to the start of construction, the contractor shall coordinate with the Amador County Fire Protection District, Sutter Creek Fire Protection District, and CAL FIRE to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following: 1. All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order. 2. Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		3. Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials. 4. Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats. 5. Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.	
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?	Potentially Significant	Implement Mitigation Measure FIRE-1.	Less than Significant
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post0fire slope instability, or drainage changes?	Less than Significant	No mitigation measures are required.	Less than Significant
Mandatory Findings of Significance			
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?	Potentially Significant	Implement Mitigation Measures AES-1, BIO-1 through BIO-8, CUL-1 through CUL-2, HAZ-1 through HAZ-4, WQ-1 through WQ-6, NO-1, TRANS-1 and FIRE-1.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Have impacts that are individually limited, but cumulatively considerable?	Less than Significant	No mitigation measures are required.	Less than Significant
Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant	Implement Mitigation Measures AES-1,BIO-1 through BIO-8, CUL-1 through CUL-2, HAZ-1 through HAZ-4, WQ-1 through WQ-6, NO-1, TRANS-1 and FIRE-1.	Less than Significant

ACRONYMS AND ABBREVIATIONS

The following is a list of abbreviations used within this document. Each term is defined in full once within the document before the abbreviation is used.

µg/M^3	microgram per meter cubed
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACM	(presumed) asbestos-containing material
ACOE	Army Corps of Engineers
ADL	aerially deposited lead
ADT	average daily traffic
APN	Accessor Parcel Number
BA	Biological Assessment
BMP	best management practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CE	categorial exclusion
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CHRIS	California Historical Resources Information System
CNEL	community-equivalent noise level
CO	carbon monoxide
County	Mariposa County
CRHR	California Register of Historic Places
CRLF	California Red-Legged Frog
dB	decibel
dBA	A-weighted decibel
DHA	Drake Haglan and Associates
EIR	Environmental Impact Report

ESA	environmentally sensitive area
Far Western	Far Western Anthropological Research Group
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FYLF	Foothill Yellow-Legged Frog
General Plan	Mariposa County General Plan
Gpm	gallons per minute
H_2S	hydrogen sulfide
HASP	Health and Safety Plan
HBP	Highway Bridge Program
HCP	habitat conservation plan
IS/MND	Initial Study/Mitigation Negative Declaration
ISA	Initial Site Assessment
LBP	lead-based paint
MBTA	Migratory Bird Treaty Act
MCAPCD	Mariposa County Air Polluction Conrol District
MMRP	Mitigation, Monitoring, and Reporting Program
MND	Mitigated Negative Declaration
MRZ	mineral resources zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES	National Environment Study
NESHAP	National Emissions Standard for Hazardous Pollutants
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NOA	naturally occurring asbestos
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_2	ozone
OSHA	Occupational Safety and Health Administration
Pb	lead
PM	particulate matter

PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
Ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
Project	Buckeye Road Bridge (40C0036) over Mariposa Creek Replacement Project
REC	recognized environmental conditions
RWQCB	Regional Water Quality Control Board
SMARA	California Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SSP	Standard Special Provision
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	tribal cultural resource
TPA	Town Planning Area
TPZ	tree protection zone
U.S. EPA	U.S. Environmental Protection Agency
UCMP	University of California Museum of Paleontology
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	root mean square vibration velocity level in decibels
Zoning Code	Mariposa County Zoning Code (Title 17)

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Figures

INITIAL STUDY

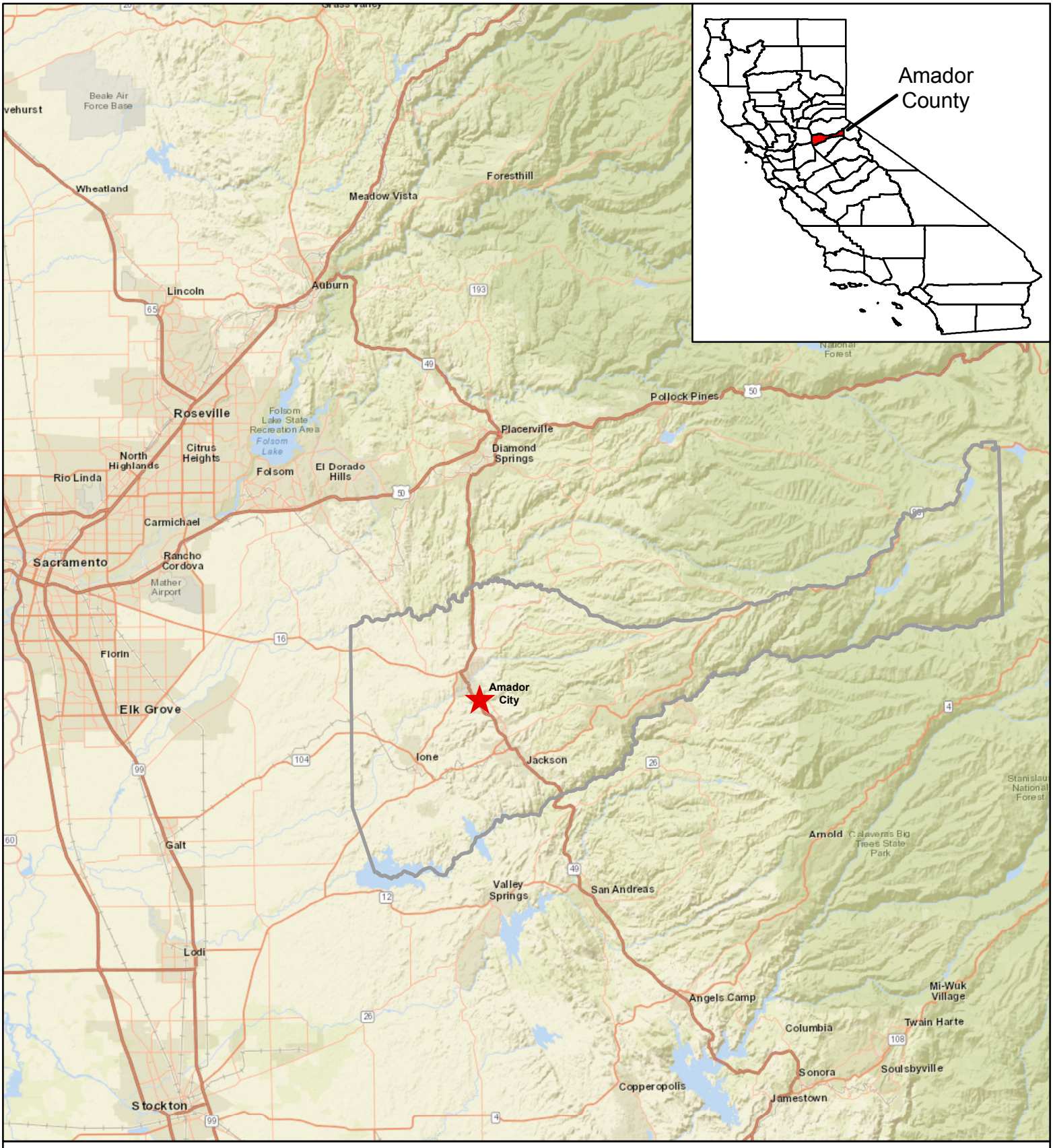
1. Project Title:	Old Amador Road Bridge (Bridge No. 26C0042) Replacement Project
2. Lead Agency Name and Address:	Amador County Department of Transportation and Public Works 810 Court Street Jackson, CA 95642
3. Contact Person and Phone Number:	Mark Hopkins Senior Project Manager (209)223-6429
4. Project Location:	Old Amador Road, Amador County, California Amador City U.S. Geological Survey (USGS) 7.5-Minute Quadrangle, Township 07 North(N), Range 10 East(E), Section 35
5. Project Sponsor's Name and Address:	Amador County Department of Transportation and Public Works 810 Court Street Jackson, CA 95642
6. General Plan Designation(s):	Agricultural Transition (AT), Agricultural General (AG)
7. Zoning Designation(s):	Agricultural Transition (R1A), Agricultural General (AG)

1 INTRODUCTION

The Amador County Transportation and Public Works (County) proposes to replace the existing single-lane Old Amador Road Bridge (Bridge No. 26C-0042) over Rancheria Creek with a new single-lane bridge (proposed project). The project site is located along Old Amador Road, approximately 0.8 miles northwest of Amador City, California (**Figure 1-1**). The general setting is rural and forested woodlands (**Figure 1-2**). The bridge currently carries vehicular traffic over Rancheria Creek and is classified as a 'Local Road' with an average daily traffic (ADT) of 25 vehicles.

The existing bridge was constructed in 1925 and is structurally deficient and functionally obsolete, as determined by the Federal Highway Administration (FHWA) criteria. The proposed project is federally funded and administered by the California Department of Transportation (Caltrans) through the Highway Bridge Program (HBP).

The new replacement bridge is proposed to be a single-, cast-in-place, pre-stressed concrete slab bridge with a span of approximately 80 feet long and a width of 20 feet. The existing structure would be removed, and the new structure would be constructed in the same location preserving the existing roadway alignment. The replacement bridge would be designed to meet current applicable County, American Association of State Highway and Transportation Officials (AASHTO) and Caltrans design standards.



drake haglan AND ASSOCIATES

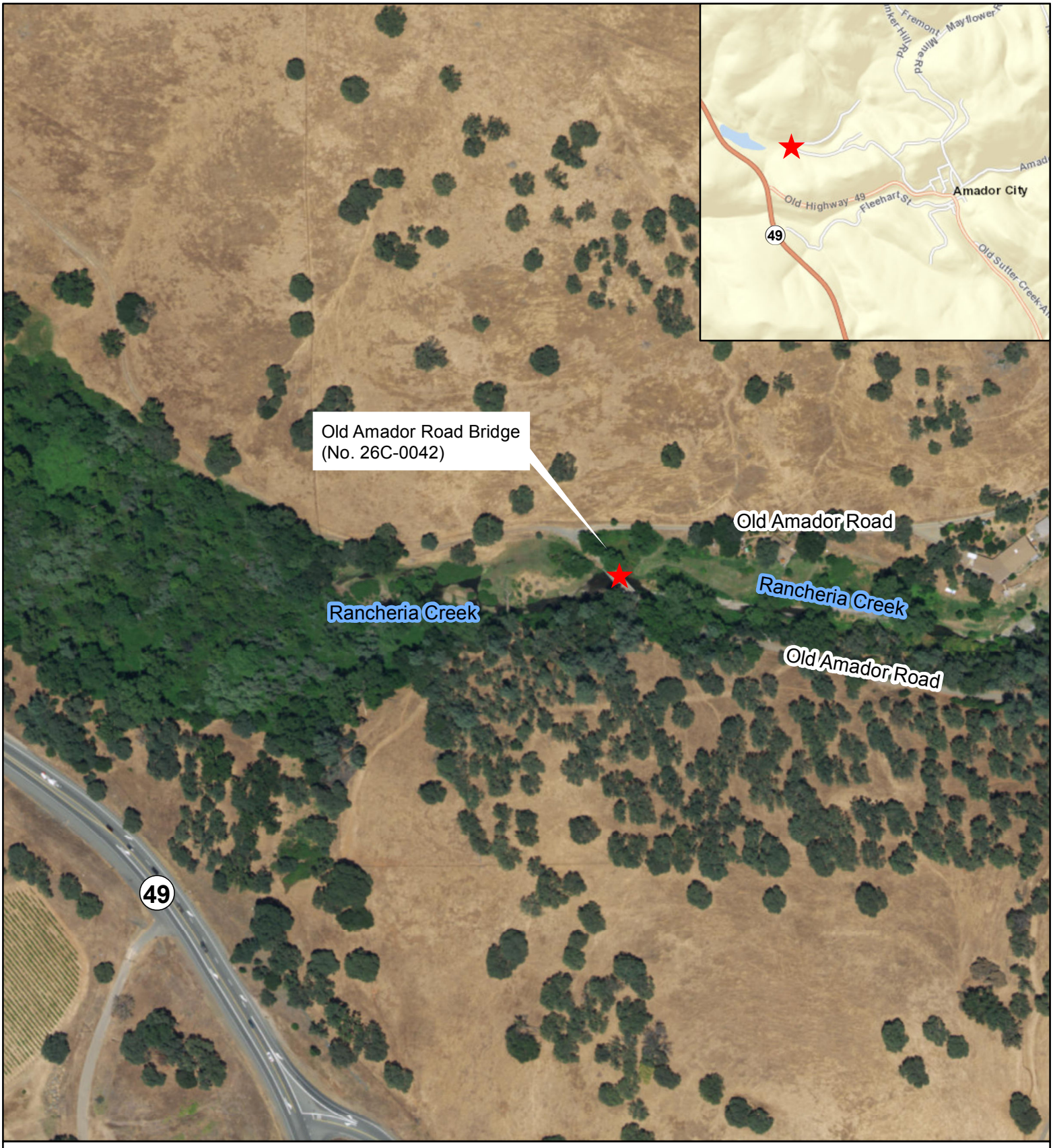
Source: ESRI Online Basemap, World Street Map, Amador County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Old Amador Road over Rancheria Creek Bridge (26C-0042) Replacement Project
Amador County, CA

Regional Map

Figure 1-1



Project Location

0 125 250 500 Feet

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drake haglan AND ASSOCIATES

Source: ESRI Online Basemap, World Imagery Map, Amador County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Old Amador Road over Rancheria Creek Bridge (26C-0042) Replacement Project
Amador County, CA

Project Location Map

Figure 1-2

2 PROJECT DESCRIPTION

2.1 Existing Conditions

The existing structure is structurally deficient and functionally obsolete. The bridge has concrete deterioration with heavy cracks and spalls, exposed rusted square rebar and a significant amount of concrete deterioration around the bottom of the exterior girders. The concrete in both columns is poorly consolidated and deteriorating, and the left wingwall is severely cracked and displaced from the abutment.

2.2 Purpose and Need

The proposed project is needed to replace a deficient bridge and meet current design standards for shoulder widths, structural requirements, and traffic-rated barrier railings.

The purpose of the proposed project is to:

- Remove the existing structure and reconstruct with a bridge that will provide adequate and safe pedestrian and vehicle access; and
- Provide a new structure that is consistent with AASHTO design standards.

2.3 Proposed Project

The proposed bridge would be a single-span, cast-in-place, pre-stressed concrete slab bridge with a span with an approximate length of 80 feet, and a width of 20 feet. The existing structure would be removed, and the new structure would be constructed in the same location, preserving the existing roadway alignment. The profile of the new structure would be raised approximately 3.5 feet to improve the hydraulic opening. The new bridge would accommodate a 11-foot-wide travel lane with 2-foot-wide shoulders on either side.

Construction would occur during the dry season (June to October) when it is anticipated that no water be in Rancheria Creek. The use of precast concrete units for the superstructure would also eliminate the need for falsework in the creek. A temporary culvert detour would be placed west of and adjacent to the existing bridge. The detour would include placing a pipe culvert in Rancheria Creek which would be covered with clean gravel fill to a height above the ordinary high-water mark. Geotextile fabric would be placed over the gravel and earth fill would be placed on the fabric to minimize migration of soil into the creek. Temporary shoring would be used between the detour and existing structure to support necessary fill. If water is present, the creek flow would be conveyed through the fill by a pipe culvert. The detour and temporary shoring would be removed once the new bridge is constructed. All in-channel work would be limited to the dry season (June-October). The existing stone rock gravity retaining walls would be salvaged and re-used in the new design.

2.3.1 Demolition and Construction Staging

Demolition of the existing bridge would be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the demolition of the existing bridge would be removed from the project site and disposed of by the contractor. The construction contractor would prepare a bridge demolition plan.

Two staging areas would be used during the construction of the new bridge to store project-related equipment, vehicles, and material stockpiles. The staging areas would be located on the west side of Old

Amador Road, north and south of Rancheria Creek. Erosion control and Best Management Practice (BMP) measures would be implemented to prevent erosion and protect water quality.

2.3.2 Right-of-Way and Utilities

Three partial parcel acquisitions would be required for the proposed project. In addition, temporary construction easements would also be required for the onsite detour. No utility relocations are anticipated as part of the proposed project.

2.3.3 Detour Route

The new bridge would be constructed with use of an on-site detour (described previously). Old Amador Road dead-ends just beyond the bridge at a private residence. The existing bridge services just two residents and provides the only ingress and egress to these properties. Access is required to be maintained to these properties throughout construction.

2.3.4 Construction Activities

Construction activities will consist of the following activities:

- Tree removal, grubbing and clearing to accommodate the new bridge and alignment;
- Earthwork grading;
- Install a temporary culvert detour;
- Installing a temporary creek diversion system using temporary coffer dams and pipe culverts;
- Removing the existing bridge;
- Excavating for the replacement bridge abutment and pier wall foundations;
- Constructing new abutments in the creek banks;
- Constructing new pier walls within the creek channel;
- Placing temporary falsework within the creek channel;
- Constructing the replacement bridge superstructure;
- Placing rock slope protection along the creek banks in the vicinity of the new bridge abutments;
- Reconstructing road approaches; and
- Placing post construction erosion control native grass seeds and mulch.

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project.

Table 2-1. Construction Equipment

Equipment	Construction Purpose
Hydraulic Hammer	Demolition
Hoe ram	Demolition
Jack Hammer	Demolition
Water Truck	Earthwork construction + dust control
Bulldozer / Loader	Earthwork construction + clearing and grubbing
Haul Truck	Earthwork construction + clearing and grubbing
Front-End Loader	Dirt or gravel manipulation
Grader	Ground grading and leveling
Dump Truck	Fill material delivery
Bobcat	Fill distribution
Excavator	Soil manipulation and placement of rock slope protection

Equipment	Construction Purpose
Compaction Equipment	Earthwork
Roller / Compactor	Earthwork and asphalt concrete construction
Backhoe	Soil manipulation + drainage work
Drill Rig	Construction of drilled foundations
Holding tanks	Slurry storage for pile installation
Crane	Placement of false work beams
Concrete Truck and Pump	Placing concrete
Paver	Asphalt concrete construction
Truck with seed sprayer	Erosion control landscaping
Generators	Power Hand Tools
Barges	Construction access and transportation of large structural components

2.3.5 Construction Schedule and Timing

Construction of the proposed project is anticipated to take approximately 7 months to complete. Construction is scheduled for the 2022 calendar year and would begin in March. All work within Rancheria Creek would be conducted during the dry season (June to October) or as determined appropriate by the regulatory agencies.

2.4 Permits and Approvals Needed

The following permits, reviews, and approvals are required for proposed project construction.

Table 2-2. Permits and Approvals Needed

Agency	Permit/Approval	Status
Caltrans/FHWA	Approval of Categorical Exclusion (CE)	Follows approval of technical studies
U.S. Army Corps of Engineers	Section 404 Permit	Application to follow approval of IS/MND
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Application to follow approval of IS/MND
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Application to follow approval of IS/MND
U.S. Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species	Biological Opinion received on November 20th, 2019.
Central Valley Regional Water Quality Control Board (RWQCB)	General construction activity stormwater discharge permit	Notice of Intent filed upon contract award

3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The Project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

3.5 Determination: (To be completed by Lead Agency)

On the basis of this initial study:

☐ 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 DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Date 12/9/20

Mark Hopkins

Printed Name

For Amador County Public Works

4 ENVIRONMENTAL CHECKLIST

4.1 Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
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 daytime or nighttime views in the area?	☐	☐	☐	☒

4.1.1 Setting

The project location and setting provides the context for determining the type of changes to the existing visual environment. The project corridor is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way, and is determined by topography, vegetation, and viewing distance.

The proposed project is located on a rural road, Old Amador Road, approximately 0.8 miles northwest of O'Neil Alley outside of Amador City. Land use within the vicinity of the project consists of rural residential and open space.

The project site does not have any officially designated National Scenic Byways does not contain officially designated State Scenic Highways (Caltrans 2015). The nearest National Scenic Byway is Tioga Road/Big Oak Flat Road National Scenic Byway, which begins approximately 60 miles southeast of the project (US DOT 2017). The project is located approximately ¼ miles from State Route 49 which is designated as Eligible State Scenic Highway- Not Officially Designated. However, the combination of the rolling topography and presence of a forested area located between SR 49 and the project site ensures that the views from the highway are completely blocked by these natural features.

4.1.2 Discussion

a) **Less Than Significant Impact.** The project site is located across Rancheria Creek and is surrounded by rolling oak woodland. The project area is composed of grazing land, Rancheria Creek and the existing road and bridge. The proposed project area is representative of the general visual character of rural Amador County and is not otherwise particularly distinctive. The introduction of the proposed project would not change the current land uses in the area (grazing land, creek and road/bridge). The

proposed new bridge would be similar in scale as the existing bridge. Slight vertical changes to the road and bridge are needed to accommodate for the 100-year flood elevation. Slight changes to the visual appearances of the bridge would not obstruct or have an adverse effect on a scenic vista. This is a less-than-significant impact and no mitigation measures are required.

b) **Less Than Significant Impact.** The visual character of the proposed project would be compatible with the existing visual character of the corridor. The proposed project would not affect the pattern elements (rolling foothill forms, green/natural colors or rural textures) of the project area. The proposed project would not interrupt land use diversity with addition of new land uses. The proposed new bridge would be similar in scale as the existing bridge and would be relocated along the existing alignment.

A review of the current Caltrans Map of Designated Scenic Routes indicates that there is one officially designated state scenic highway within Amador County. Highway 88 runs east-west through the County and is officially designated as a state scenic highway. Highway 49 in western Amador County runs north-south and is listed is an eligible scenic highway by Caltrans. The proposed project site is located approximately 0.3 mile east of Highway 49; however, views toward the project site would remain screened by existing trees, and this screen would be maintained and not impacted throughout the duration of the project construction. This is a less-than-significant impact and no mitigation measures are required.

c) **Less Than Significant Impact with Mitigation.** This bridge services just two residents and provides the only ingress and egress to these properties. No other sensitive roadway viewers are present in the proposed project area. Viewer sensitivity to the proposed roadway changes is considered low, because the overall clarity, distance and relative dominance of the modified roadway would all be generally low.

Construction of the proposed project would result in temporary changes in local visual conditions such as clearing and grading at the project site. Any new cuts and fills will be contoured to smoothly transition into existing grades and to mimic adjacent landforms. Any area disturbed during construction will be revegetated with native and appropriate vegetation to minimize erosion and visual contrast with existing vegetation. Furthermore, with incorporation of Mitigation Measure AES-1, the existing stone rock gravity retaining walls will be salvaged and re-used in the new design to increase the aesthetic compatibility between the new project and the existing conditions. Given the relatively short-term nature of these construction-related activities, construction-related visual impacts are considered less-than-significant and no mitigation measures are required.

Since the proposed project is a replacement of an existing bridge, there would be no permanent changes to existing views. No other new structures would be added as part of the project and the proposed project would include a similar bridge structure and only slight change to the bridge elevation to accommodate the 100-year flood elevation. These changes in views would not substantially degrade the existing visual character or quality of the site and its surroundings. This is a less-than-significant impact and no mitigation measures are required.

d) **No Impact.** The project site is located within a rural setting where lighting is currently minimal. Roadway traffic is the primary source of nighttime light and daytime glare in the vicinity of the project site. The proposed project will not result in any changes that would introduce new sources of light and glare (i.e., billboards, street lamps, security lighting, etc.) to the vicinity of the project site. Additionally, it is not the purpose of the proposed project to increase roadway capacity, so greater

numbers of vehicles will not be introduced in this area as a result of construction of the proposed project. Consequently, the proposed project would have no impact and no mitigation measures are required.

4.1.3 Mitigation Measures

Mitigation Measure AES-1: Reuse Rock Retaining Walls. Salvage and reuse the existing stone rock gravity retaining walls in the new project design to increase the aesthetic compatibility between the new project and the existing conditions.

4.1.4 References

California Department of Transportation (Caltrans), 2010. *Caltrans Map of Designated Scenic Routes.*

Caltrans, 2014. Scenic Resource Evaluation and Visual Impact Assessment Memorandum for the Old Amador Road Bridge Replacement Project (BHLO 5926(051)), June 2014.

4.2 Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Agricultural and Forest Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
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?	☐	☐	☐	☒

4.2.1 Setting

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the project site does not include prime farmland, unique farmland, farmland of statewide importance, or farmland of local importance. There are no lands covered under a Williamson Act contract within or adjacent to the project site. There are no lands zoned as timberland within the project vicinity (CDOC, 2016).

4.2.2 Discussion

a) **No Impact.** The Department of Conservation's FMMP designates the project site "Grazing Land" and "Other Land." The proposed project would not result in any impact or acquisitions of prime farmland, unique Farmland, or farmland of statewide importance; therefore, there is no impact associated with the conversion or loss of farmland resulting from the project and no mitigation measures are required.

b) **No Impact.** There is no land in the project site listed under the Williamson's Act according to Department of Conservation. The proposed project would not result in any impacts to any lands covered by a Williamson Act contract. There would be no impact and no mitigation measures are required.

c,d) **No Impact.** The proposed project site consists of a single-lane bridge crossing a creek. Land uses surrounding the project site are designated as agricultural general and agricultural transition uses. The project site is not within an area zoned for forestland or timberland and would not result in the loss of forest land or conversion of forest land. There would be no impact and no mitigation measures are required.

e) **No Impact.** As discussed above in (a) though (d), no protected or important farmlands are located within the proposed project site. The proposed project does not propose any new land uses or the permanent conversion of existing agricultural lands or result in any other actions that would impact adjacent agricultural lands. There would be no impact and no mitigation measures are required.

4.2.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to agriculture and forestry resources.

4.2.4 References

California Department of Conservation (DOC). 2014. Farmland Mapping and Monitoring Program. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed: 3/5/2020.

4.3 Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project?				
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?	☐	☐	☒	☐

4.3.1 Setting

The proposed project site is located within the Mountain Counties Air Basin (MCAB) and is under the jurisdiction of the Amador County Air Pollution Control District (ACAPCD). The MCAB lies along the northern Sierra Nevada mountain range, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles. Elevations range from over 10,000 feet at the Sierra crest down to several hundred feet above sea level at the Sacramento County boundary. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion.

Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. ACAPCD is one of 35 regional air quality districts in California, and has jurisdiction over the County. Under the California Clean Air Act, air districts are required to produce regional plans that outline strategies for air quality improvements within their air basin.

The federal Clean Air Act requires the U.S. Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. **Table 1**provides information on the NAAQS and CAAQS thresholds.

Table 1.3-1 NAAQS and CAAQS

	NAAQS		CAAQS	
Pollutant	**Averaging time**	**Concentration Threshold**	**Averaging time**	**Concentration Threshold**
Carbon monoxide (CO)	8 hours	9 ppm	8 hours	0.09 ppm
	1 hour	35 ppm	1 hour	0.070 ppm

Lead (Pb)		Rolling 3-month average	0.15 µg/m^3	1.5 hour	0.15 µg/m^3
Nitrogen dioxide (NO_2)		1 hour	100 ppb	1 hour	0.18 ppm
		1 year	53 ppb	Annual mean	0.030 ppm
Ozone (O_2)		8 hours	0.070 ppm	8 hours	0.09 ppm
				1 hour	0.070 ppm
Particulate matter (PM)	1 year	1 year	12.0 µg/m^3	Annual mean	12.0 µg/m^3
	24 hours	24 hours	35 µg/m^3	n/a	n/a
	24 hours	24 hours	150 µg/m^3	24 hours	50 µg/m^3
				Annual mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	75 ppb	1 hour	0.25 ppm
		3 hours	0.5 ppm	24 hours	0.04 ppm
Visibility reducing particles		n/a	n/a	9 hours	Extinction of 0.23 per kilometer
Sulfates		n/a	n/a	24 hours	25 µg/m^3
Hydrogen sulfide		n/a	n/a	1 hour	0.03 ppm
Vinyl chloride		n/a	n/a	24 hours	0.01 ppm

Source: U.S. EPA, 2017; CARB, 2017
ppm = parts per million, ppb = parts per billion, µg/m3 = micrograms per cubic meter, n/a = not applicable

The project site is located in an area that is currently in federal non-attainment for 8-hour ozone (EPA, 2020). The project site is also located in an area that is currently in state non-attainment for ozone (CARB, 2018).

4.3.2 Discussion

a,b) **Less Than Significant Impact.** The role of ACAPCD is to achieve clean air to protect public health and the environment. ACAPCD's primary responsibility is attaining and maintaining National Ambient Air Quality Standards and California Ambient Air Quality Standards. ACAPCD is responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, and monitoring ambient air quality and meteorological conditions.
The purpose of the proposed project is to replace the existing Old Amador Road Bridge and to provide safe access for vehicles and meet current design standards. The proposed project would not increase roadway capacity or service capabilities that would induce unplanned growth or remove an existing obstacle to growth. The proposed project would also not increase long-term traffic levels. Therefore, the proposed project would not conflict with the region's air quality management plans and would be considered a less-than-significant impact and no mitigation measures are required.

Since the proposed project would not add lanes or increase capacity, it would only affect local air pollutants during construction (approximately seven months as a conservative estimate). The proposed project would not affect long-term air pollutant emissions in the area or stationary air pollutant sources.

Construction
The primary concern to the ACAPCD during construction would be PM10 emissions from dust-generating activities. As of 2018, Amador County is designated as unclassified for PM10 under both NAAQS and CAAQS.

The ACAPCD has adopted RULE 218- FUGITIVE DUST EMISSIONS. The ACAPCD's approach to CEQA analysis of construction impacts is to require implementation of effective and comprehensive control

measures rather than to require detailed quantification of emissions. Good housekeeping and/or work practices described in RULE 218 include but are not limited to the following (CARB, 2019):

- Application of water and/or approved chemicals to control emissions in the demolition of existing buildings or structures, construction operations, solid waste disposal operations, the grading of roads and/or the clearing of land.
- Application of asphalt, water and/or approved chemicals to road surfaces.
- Application of water and/or suitable chemicals to material stockpiles and other surfaces that may generate fugitive dust emissions.
- Paving and/or re-paving roads.
- Maintenance of roadways in a clean condition by washing with water or sweeping promptly.
- Covering or wetting material stockpiles and open-bodied trucks, trailers, or other vehicles transporting materials that may generate fugitive dust emissions when in motion.
- Installation and use of paved entry aprons or other effective cleaning techniques to remove dirt accumulating on a vehicle's wheels on haul or access roads to prevent tracking onto paved roadways.
- For process equipment, the installation and use of hoods, fans, and filters to enclose, collect, and clean the emissions prior to venting.
- Ceasing operations until fugitive emissions can be reduced and controlled.
- Using vegetation and other barriers to contain and to reduce fugitive emissions.
- Using vegetation for windbreaks.
- Instituting good housekeeping practices by regularly removing piles of material that have accumulated in work areas and/or are generated from equipment overflow.
- Maintaining reasonable vehicle speeds while driving on unpaved roads in order to minimize fugitive dust emissions.
- Other precautions not specifically listed in this rule but have been approved in writing by the ACAPCD prior to implementation.

With implementation of these required controls, PM10 impacts from construction of the proposed project would be less-than-significant and no mitigation measures are required.

Operations

The proposed project would not result in increased capacity or additional vehicle trips in the project area; therefore, the proposed project would not contribute to the non-attainment status of ozone in the County. The proposed project would not increase long-term traffic levels. There would be no impact to air quality under full operation of the proposed project and no mitigation measures are required.

c) **Less Than Significant Impact.** As noted above under Item (a,b), the proposed project would not generate substantial pollutant concentrations with implementation of measures listed under RULE 218 and, therefore, would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less-than-significant and no mitigation measures are required.

d) **Less Than Significant Impact.** Generally, the types of projects or activities that pose potential odor problems include refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. The proposed project is a short-term bridge replacement project that is located within a largely rural area that would not create objectionable odors affecting a substantial

number of people. This impact would be less-than-significant and no mitigation measures are required.

4.3.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to air quality.

4.3.4 References

California Air Resources Board (CARB). 2018. Summaries of Historical Area Designations for State Standards. Available: https://ww2.arb.ca.gov/our-work/programs/state-and-federal-area-designations/state-area-designations/summary-tables. Accessed: 3.3.2020

CARB. 2019. Amador APCD List of Current Rules. Available: https://ww3.arb.ca.gov/drdb/ama/cur.htm. Accessed: 3/3/2020

Environmental Protection Agency (EPA). 2020. Nonattainment Areas for Criteria Pollutants (Green Book). Available: https://www.epa.gov/green-book. Accessed: 3/3/2020

4.4 Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Biological Resources - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☐	☐	☒

4.4.1 Setting

Data Sources/Methodology

The Old Amador Road at Rancheria Creek Bridge replacement Natural Environment Study (NES) and Biological Assessment (BA) were prepared for the proposed project and is available for review at the County. An evaluation of biological resources was conducted to determine whether any special-status plant or wildlife species, or their habitat, or sensitive habitats occur at the project site. Data on special-status species and habitats known in the area was obtained from state and federal agencies. Maps and aerial photographs of the project site and surrounding areas were reviewed. A field survey was conducted to determine the habitats present.

Regional Species and Habitats of Concern

Habitat types and vegetation communities within the project site include annual grassland, blue oak-foothill pine, valley foothill riparian, and urban (developed). Rancheria Creek is the primary feature within the project site. Old Amador Road is a paved, northwest to southeast aligned road in the survey area. The topography in the project site and surrounding areas is characterized by gently rolling hills. The project site is at an elevation of approximately 805-837 feet (245-255 meters) above sea level.

Valley Foothill Riparian Forest

There are 3.01 acres of valley foothill riparian forest in the project site. Valley foothill riparian forest is a sensitive natural community because it is regulated by the California Department of Fish and Wildlife (CDFW) under Section 1602 of the California Fish and Game Code (CFGC) for the purpose of protecting fish and wildlife resources. Valley foothill riparian forest occurs along the margins of Rancheria Creek in the project site. This community is dominated by northern California black walnut (*Juglans hindsii*), black willow (*Salix gooddingii*), Fremont cottonwood (*Populus fremontii*), and valley oak (*Quercus lobata*). Tall flatsedge (*Cyperus eragrostis*), rabbitsfoot grass (*Polypogon monspeliensis*), and sandbar willow (*Salix exigua*) occur in riparian habitat at the transition zone between riparian and riverine habitat. Shrubs and forbs associated with riparian habitat include Himalayan blackberry (*Rubus armeniacus*), mugwort (*Artemisia douglasiana*), poison hemlock (*Conium maculatum*), and stinging nettle (*Urtica dioica*).

California Red-legged Frog (CRLF; *Rana draytonii*)

There are no CNDDB records within 1 mile of the PSA or within Amador County for CRLF and the current range of the CRLF does not extend to Amador County; the species is assumed to be absent from Amador County (USFWS, 2002). The closest known record of CRLF is located 11 miles northeast of the project site in El Dorado County along an unknown drainage. A study conducted by Fellers and Kleeman (2007) showed that most CRLF do not disperse farther than the nearest suitable non-breeding habitat. A radio telemetry study of 115 CRLF in Olema Valley, Marin County, conducted over five and a half years found that the majority (69%) of RLF moved less than 100 feet (straight-line) from breeding sites and, of that group, most frogs did not leave the breeding site. Of the frogs that traveled further, the median travel distance was 500 feet from breeding habitat. The furthest distance traveled was 0.87 miles (straight-line). Based on this information, the recorded observation is located outside the known dispersal range of the project site. The project site could provide dispersal habitat for CRLF. CRLF were not observed during the field surveys.

Additional sensitive species that may occur in the project area include the following:

- Foothill yellow-legged frog (FYLF; *Rana boylii*);
- Western pond turtle (WPT; *Emys marmorata*);
- Pallid bat (*Antrozous pallidus*);
- Big-scale balsamroot (*Balsamorhiza macrolepis*);
- Red Hills soaproot (*Chlorogalum grandiflorum*); and
- Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*)

4.4.2 Discussion

a) **Less Than Significant Impact with Mitigation** Incorporated. Rancheria Creek in the project area does not provide suitable breeding habitat for CRLF due to the high spring flows and lack of deep, slow-moving pools during the breeding season. A review of aerial photography indicated that there is one

potential pond, north of the project site and within 1 mile, that may provide the deep, slow-moving habitat needed for CRLF breeding.

As mentioned above, the closest known record of CRLF is located 11 miles northwest of the project site in El Dorado County along an unknown drainage. The known occurrence is well outside the dispersal range of the proposed project site.

The project could provide potential upland dispersal habitat for CRLF, although unlikely that CRLF would disperse into the project site based on the distance to the nearest population of CRLF (11 miles to the south), the lack of suitable breeding habitat, and the lack of evidence that CRLF occur within one mile of the proposed project site.

Because no CRLF breeding habitat exists within the project site, the only CRLF usage would be summer refugia and upland dispersal habitat. Removal of riparian trees and the potential diversion/dewatering in Rancheria Creek could cause temporary impacts to potentially dispersing CRLF by displacing them from the project site until completion of construction.

The proposed project will not result in permanent impacts to CRLF dispersal habitat. Areas temporarily disturbed as a result of construction in the riparian corridor will be revegetated and restored with similar riparian species. The proposed project will not change the potential summer refugia and upland dispersal opportunities for CRLF after construction and will not increase capacity for traffic on Old Amador Road. Uses of adjacent areas will not change as a result of the proposed project. Additionally, implementation of the avoidance and minimization measures described below will reduce effects to CRLF.

With the implementation of mitigation measures listed below, it has been determined that the proposed project will have a less-than-significant impact on special-status species.

b) **Less Than Significant Impact with Mitigation Incorporated.** There are 3.01 acres of valley foothill riparian forest at the project site. While not considered a sensitive natural community, valley foothill riparian forest is regulated by CDFW under Section 1602 of the CFGC for the purpose of protecting fish and wildlife resources. A total of 0.07 acres of valley foothill riparian forest will be temporarily disturbed due to construction activities. The proposed project will result in the permanent loss of 0.01 acres of valley foothill riparian forest in the project site.

Valley foothill riparian forest cannot be avoided during construction of the new bridge. Minimization efforts will include marking the limits of construction with temporary fencing to prevent affecting valley foothill riparian forest outside the project site. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond, the fencing. Incorporation of this avoidance measure will help ensure that construction is limited to the project area to avoid the potential for impacts to valley foothill riparian forest beyond those permitted by construction entitlements.

The project proposes to revegetate areas of temporary disturbance within the project footprint with native riparian vegetation to minimize impacts to the valley foothill riparian forest. After the project is approved, the County will apply for any necessary permits from CDFW. Impacts will be mitigated in accordance with agency requirements.

As previously mentioned, the project proposes to revegetate areas of temporary disturbance within the project footprint with native riparian vegetation. Additionally, after the project is approved, the County will apply for any necessary permits from the U.S. Army Corps of Engineers (Corps), CDFW, and the RWQCB.

Avoidance and minimization measures will be used to ensure that the proposed project would not affect natural communities, therefore this impact is considered less-than-significant.

c) **Less Than Significant Impact with Mitigation Incorporated.** Potential jurisdictional wetlands and other waters of the U.S. were delineated within the project site. This information must be submitted to the Corps for verification. Rancheria Creek in the project area is a potential water of the U.S. The proposed project has been designed to minimize impacts to waters to the maximum extent practicable. The new bridge design is a single-span with the new foundation and abutments to be constructed outside of the creek channel. Use of a precast cored slab will eliminate the need for falsework in the creek. A total of 0.03 acre of Rancheria Creek will be temporarily affected by project construction. A total of 0.02 acres of Rancheria Creek will be permanently affected by project construction.

Based on the preliminary engineering design, the new bridge retaining wall would be constructed outside of the OHWM of Rancheria Creek; however, the placement of RSP will extend below the OHWM and result in approximately 0.02 acres of permanent impacts, as stated above. Temporary impacts are expected to occur within the seasonal wetland feature (0.01 acres, as stated above) and Rancheria Creek due to the construction of the temporary detour access road and bridge, installation of the creek diversion, and access by construction equipment and personnel (0.03 acres, as stated above).

As part of the proposed project, the following permits are expected to be obtained prior to construction: a Clean Water Act Section 404 Nationwide Permit from the Corps; a Clean Water Act Section 401 Water Quality Certification Waiver from the Regional Water Quality Control Board; and a California Fish and Game Code 1600-1602 Streambed Alteration Agreement from the CDFW. All permit requirements will be implemented to mitigate impacts to waters of the U.S. and reduce impacts to water quality during construction. Additionally, the implementation of the various water quality BMPs and habitat avoidance/compensation measures described below, will be implemented to mitigate for loss of waters of the U.S. and reduce impacts to water quality during construction, therefore, this impact is considered less-than-significant.

d) **Less Than Significant Impact.** Rancheria Creek is an intermittent drainage that flows west through the center of the project area. Rancheria Creek goes dry for a short duration during fall, though likely retains perennial pools. The creek allows common aquatic and terrestrial wildlife species to safely disperse back and forth between suitable habitats to the east and west. Highways and roads can present an impassable barrier to many wildlife species and are hazardous for wildlife to cross. Relatively unimpeded waterways such as Rancheria Creek provide important movement corridors that allow dispersal and subsequent gene flow between wildlife populations separated by roads and populated areas. The proposed project would not remove, degrade, or otherwise interfere substantially with the structure or function of this wildlife movement corridor, though some temporary disruption of wildlife movement would occur during the construction period; this impact is considered less-than-significant.

e) **Less Than Significant Impact with Mitigation Incorporated.** There are currently no tree preservation policies established for Amador County. While a formal tree survey has not been conducted for the project, native oak and other riparian tree species were observed during the field visit along the banks of Rancheria Creek and in the upland areas. Construction activities may occur within the dripline of native oak trees or other riparian trees, or may result in the direct removal of up to 10 native oak trees or other riparian trees. Work within the dripline of trees may cause permanent damage to the root system and the subsequent loss of the tree. The project proposes to revegetate areas of

temporary disturbance within the project footprint with native riparian vegetation to minimize impacts to the valley foothill riparian forest. Tree avoidance and compensation measures as set forth below would reduce or avoid impacts to oaks and other riparian trees to a less-than-significant level.

f) **No Impact.** Amador County does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan therefore the project would not conflict with any conservation plans and there would be no impact.

4.4.3 Mitigation Measures

Mitigation Measure BIO-1: Avoidance and Minimization Efforts for CRLF. Implementation of the following avoidance and minimization efforts will ensure that no take of CRLF occurs as a result of the project:

- The project proponent shall use a Service-approved biologist for preconstruction surveys and construction monitoring. The project proponent shall submit the name and credentials of the project's biologist(s) to the Service for review at least 15 days prior to the onset of construction activities.
- Environmental awareness training will be conducted by a Service-approved biologist prior to the onset of project work for construction personnel to brief them on how to recognize CRLF. Construction personnel should also be informed that if a CRLF is encountered in the work area, construction should stop and the Service contacted for guidance. The crew foreman will be responsible for ensuring that crew members adhere to the guidelines and restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.
- Within 48 hours prior to the onset of vegetation removal in the riparian habitat and Rancheria Creek, a Service-approved biologist will survey the project area for CRLF.
- All vegetation scheduled for removal in the riparian habitat and Rancheria Creek will be removed by hand or with hand tools. Mechanized vehicles will not be used to clear the brush. A Service-approved biologist will be present during grubbing and clearing activities in the riparian habitat and Rancheria Creek to monitor for CRLF.
- Temporary orange construction barrier fencing (or sedimentation fencing where required by permits) shall be installed at the upstream and downstream limits of the PIA to prevent the encroachment of construction personnel and equipment into any sensitive areas during project work. The fencing shall be installed after initial clearing of vegetation but prior to any further work on the Project.
- If CRLF are found at any time during project work, construction will stop and the Service will be contacted immediately for further guidance.
- Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from the riparian habitat and Rancheria Creek. A toxic materials control and spill-response plan will be developed and implemented for the proposed project.
- The County and/or contractor will administer BMPs to protect water quality and control erosion.
- Water diversion and stream crossing structures should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies BMPs. Water

diversion and stream crossing structures may include the use of clean removable materials, such as, sand bags, Port-a-dams, water bladder dams, K-rails, driven sheet metal coffer dams, and trestles. Temporary culvert(s) and/or temporary bridge(s) must be sized to handle reasonably anticipated flows from unanticipated storm events. All water diversion structures shall be removed from the stream zone by October 15, or consistent with the Streambed Alteration Agreement.

- Dewatering activities should be based on the California Stormwater Quality Association's Construction Handbook (2003, as amended) which identifies BMPs.
- To ensure compliance with the project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work in Rancheria Creek occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A Service-approved biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.
- Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.

Mitigation Measure BIO-2: Avoidance and Minimization Measures for Swallows. Swallows arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures shall be taken to prevent establishment of swallow nests on the existing bridge structure prior to construction. Techniques to prevent nest establishment include the following:

- The contractor shall visit the site weekly and remove partially completed nests using either hand tools or high-pressure water; or
- Hang, monitor and maintain netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until bridge demolition occurs.

Mitigation Measure BIO-3: Avoidance and Minimization Measures for Birds of Prey and Birds Protected by the Migratory Bird Treaty Act. If construction begins outside the 1 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests.

- If construction is scheduled to begin between 1 February and 31 August then a qualified biologist shall conduct a preconstruction survey for active nests at the construction site and within a minimum of 250 feet of the construction site from publicly accessible areas within one week prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further mitigation measures are necessary.
- If an active nest of a bird of prey or MBTA bird is found, then the biologist shall flag a minimum 250-foot ESA around the nest if the nest is of a bird of prey and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey.
- No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller buffer will protect the active

nest.

- The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. The size of suitable buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project specific conditions.
- Between 1 February and 31 August, if additional trees or shrubs need to be removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.
- If an active nest is found after the completion of pre-construction surveys and after construction begins, all construction activities will stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest. If establishment of the buffer is not feasible, CDFW will be contacted for further avoidance and minimization guidelines.

Mitigation Measure BIO-4: Pre-Construction Surveys for Bats and Avoid Maternity Roosting Sites. A bat survey shall be conducted by a qualified biologist in suitable habitat prior to May 1st. In the event that exclusionary measures are required prior to the active season of this species, no exclusionary efforts should be conducted during May 1st to August 31st of the construction year. If no roosting bats are found, no further mitigation would be necessary.

Mitigation Measure BIO-5: Exclusion Efforts. If pallid bats or other bat species are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats to the amount feasible while taking into account project schedule. Exclusionary devices, such as plastic sheeting, and plastic or wire mesh, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts.

Mitigation Measure BIO-6: Pre-Construction Surveys for Special-Status Plant Species. A qualified biologist shall conduct a pre-construction survey for special-status plant species (including Red Hills soaproot and big-scale balsamroot) within 30 days prior to construction. If special-status plant species are not found, then no further measures are necessary. If special-status plant species are found in the PIA, CDFW will be notified at least 10 days prior to construction impacts in the vicinity of special-status plant species in accordance with the California Native Plant Protection Act of 1977 (CDFG Code Section 1900-1913) to allow sufficient time to transplant the individuals to a suitable location or develop other mitigation measures in coordination with CDFW.

Mitigation Measure BIO-7: Implement Water Quality Best Management Practices. The County will ensure that the project contractor complies with the requirements of a National Pollution Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB), Central Valley Region. As part of the permit, the contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before, during, and after construction to surface waters. The following BMPs will be incorporated into the project as part of the construction specifications:

- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas), will be located at least 20 meters from Rancheria Creek and any other drainages on site.
- Fuels and hazardous materials would not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring/summer of 2015. If rains are forecasted during construction, additional erosion and sedimentation control measures would be implemented.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in storm water pollution prevention practices.
- Revegetate disturbed areas in a timely manner to control erosion.

Mitigation Measure BIO-8: Implement Riparian Habitat Avoidance and Compensation Measures. The County shall implement the following riparian habitat avoidance and compensation measures:

- Prior to removal of any trees, an ISA Certified Arborist will conduct a tree survey in areas that may be impacted by construction activities. This survey will document tree resources that may be adversely impacted by implementation of the proposed project. The survey will follow standard professional practices.
- Current riparian vegetation and oaks will be retained to extent feasible. A Tree Protection Zone (TPZ) will be established around any tree or group of trees to be retained. The TPZ will be delineated by an ISA Certified Arborist. The TPZ will be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees will be demarcated using fencing that will remain in place for the duration of construction activities.
- Construction-related activities will be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery will be operated within the TPZ. Grading will be prohibited within the TPZ. No construction materials, equipment, or heavy machinery will be stored within the TPZ.
- To ensure that there is no net loss of riparian habitat, the County will create or restore riparian habitat that is of a like function and value to the habitats lost. The permanent degradation of riparian habitat will be compensated for at a 3:1 ratio through the purchase of similar habitat value from a CDFW-approved conservation bank. Compensation will take the form of riparian preservation or creation in accordance with CDFW mitigation requirements, as required under project permits. Preservation and creation may occur onsite through a conservation agreement or offsite through purchasing credits at a Corps approved mitigation bank.
- This mitigation will include compensation for the loss of riparian habitat and will include the planting of Valley foothill/floodplain/mixed riparian as appropriate. The planting plan will be

implemented as detailed in a Restoration Plan approved by CDFW. The plan will includes performance standards for revegetation that will ensure successful restoration of the riparian areas.

- The County will replace any trees removed to ensure no net loss of habitat functions or values. All trees planted will be purchased from a locally adapted genetic stock obtained within 50 miles of the project site, where feasible. All species will be replaced at a 3:1 ratio.
- The County will protect other wetlands, riverine and associated riparian habitats located in the vicinity of the project site by installing protective fencing. Protective fencing will be installed along the edge of construction areas including temporary and permanent access roads where construction will occur within 200 feet of the edge of wetland and riverine habitat (as determined by a qualified biologist). The location of fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: "This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment." The signs will be clearly readable at a distance of 20 feet, and will be maintained for the duration of construction activities in the area.
- Where riparian vegetation occurs along the edge of the construction easement, the County will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a biologist and/or Certified Arborist.

4.4.4 References

California Department of Fish and Wildlife (CDFW), 2010. *Fish and Game Code Sections 1600-1616*; July 2017.

Drake Haglan and Associates, 2019a. *Old Amador Road Bridge Replacement Project Biological Assessment; September 2019.*

Drake Haglan and Associates, 2019b*. Old Amador Road Bridge Replacement Project Natural Environment Study*; June 2019.

National Marine Fisheries Service, 2009. Pacific Salmon Fishery Management Plan, Amendment 14; October 2009.

National Marine Fisheries Service (NMFS), 2008. F*isheries off west coast states; west coast salmon fisheries; amendment 14; essential fish habitat descriptions for Pacific salmon*. Final Rule; Federal Register 73(200): 60987-60994; 50 CFR Part 660. National Oceanic and Atmospheric Administration. October 2008.

United States Fish and Wildlife Service (USFWS), 1 May, 2017. *National Wetlands Inventory Wetland Mappe*r; July 2017.

4.5 Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cultural Resources - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §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?	☐	☒	☐	☐

4.5.1 Setting

A cultural resource includes archaeological and historic sites, architectural resources, and traditional cultural properties, as well as the physical evidence of past human activity on the landscape. Cultural resources, along with Native American and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including CEQA and the National Historic Preservation Act of 1966. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource.

A cultural resource that is listed in, or eligible for inclusion in, the California Register of Historical Resources (CRHR) is referred to as a historical resource. A resource may be eligible for inclusion in the CRHR if it:

A) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
B) is associated with the lives of persons important in our past;
C) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
D) has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique and non-unique archaeological resources, as defined in PRC §21083.2(g). In addition to meeting the criteria for listing in the CRHR, cultural resources must retain enough of their historic character or integrity, to be recognizable a historical resource and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (California Office of Historic Preservation 1999:69–70).

A records search was conducted at the North Central Information Center (NCIC) of the APE, including a ½-radius ("study area") for the purposes of capturing potential resources along Rancheria Creek and the surrounding foothills. The search was conducted on February 23 (NCIC File No. AMA-18-11). The purpose of the records search was to (1) determine whether known cultural resources have been recorded within or adjacent to the Area of Potential Effects (APE); (2) assess the likelihood for unrecorded cultural

resources to be present based on historical references and the distribution of nearby sites; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

Furthermore, a sacred lands search request was submitted to the Native American Heritage Commission (NAHC) in February 2018. A response was received on February 28, 2018. A records search of their sacred land file did not indicate the presence of Native American cultural resources in the APE.

An intensive pedestrian survey using tight (5 meter) transects was on February 28, 2018. Disturbance of the APE includes cattle grazing and previous vegetation removal by the property owner. The APE was inspected for evidence of prehistoric activities such as habitation debris (i.e. middle soil, fire cracked rock), bedrock mortars, or flaked stone, and historic-era activities such as placer mining, ranching, or transportation features.

4.5.2 Discussion

a) **Less Than Significant Impact with Mitigation.** The pedestrian survey resulted in the discovery and recordation of the Old Amador Road Dry-Laid Rock Retaining Walls (temporary site number P-03-002017), located on both sides of Old Amador Road. Most of the rock walls are covered in thick black berry bushes. The southwest wall measures 52 feet long; northwest is 185 feet long; northeast is 40 feet long; the southeast is 202 feet long. The construction of the rock retaining walls likely date to the late 1800's to the early 1900's when the road served as the primary transportation corridor between Amador City and Drytown.

   Because the stacked rock retaining walls (P-03-002017) are located within the APE and cannot be avoided by the proposed Project, they are evaluated for significance for listing the National Register and the California Register of Historical Resources (California Register). The construction of the rock retaining walls did not lead directly to, or result from, the development of any historically significant industries in the area and the current road alignment does not possess the same significant transportation purpose. Additionally, the site post-dates the importance of Old Amador Road as a prominent connection with the outlying areas and subsequently does not provide direct association with significant events (Criteria A). The rock retaining walls do not appear to have played an especially important role in the type of events that might render a person or persons significant to our past (Criteria B), nor do they exhibit any unusual or unique construction features, and it is not a particularly early or outstanding example of its kind (Criteria C). It is unlikely that additional research would reveal important information specifically on the rock walls beyond what has already been documented and it does not appear to retain any significant data potential (Criteria D). Therefore, P-03-002017 is considered not eligible for listing in the National or California Register, but it may be significant at the local level due to the integrity of the resource as whole and association with a local engineer.

   Nonetheless, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering historical resources. With implementation of Mitigation Measure CUL-1 and Mitigation Measure CUL-2 listed below, the proposed project would result in a less-than-significant impact on historical resources.

b) **Less Than Significant Impact with Mitigation.** Results of the records search show no previously recorded cultural resources in the APE and eleven resources were identified within a the ½-mile radius and includes nine historic, one multicomponent, and one prehistoric resource. These resources included historic-period homestead sites, Old Highway 49, historic period ditches, and bedrock mortars. Although no archaeological remains have been identified within the project site, there is a chance that construction activities associated with the proposed project could result in accidentally

discovering archaeological resources; however, with implementation of Mitigation Measure CUL-1 and CUL-2 listed below, the proposed project would result in a less-than-significant impact on archeological resources

c) **Less Than Significant Impact with Mitigation.** Based upon a records search, no human remains are known to exist within the project site. In the unlikely event that human remains are discovered, work within the area will be stopped and the Amador County Coroner will be notified immediately. Work will only resume after the investigation and in accordance with any requirements and procedures imposed by the Amador County Corner.

   In the event that the bone most likely represents a Native American interment, the Native American Heritage Commission will be notified so that the most likely descendants can be identified and appropriate treatment can be implemented. Therefore, with the incorporation of this measure, the proposed project would not result in any significant impacts with respect to disturbing any human remains, including those interred outside of formal cemeteries. To ensure a less-than-significant impact in the event of an accidental discovery, Mitigation Measure CUL-2 shall be implemented

4.5.3 Mitigation Measures

Mitigation Measure CUL-1: Discovery of Cultural Resources during Ground-Disturbing Activities. If cultural resources are discovered during ground-disturbing activities, all activity in the vicinity shall cease until the discovery is evaluated by an archaeologist or paleontologist working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards. If the archaeologist/paleontologist determines that the resources may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented.

The need for archaeological and Native American monitoring during the remainder of the project will be re-evaluated by the archaeologist as part of the treatment determination. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.

In considering any suggested mitigation proposed by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted.

Mitigation Measure CUL-2: Halt Work if Human Skeletal Remains are Identified during Construction. If human skeletal remains are uncovered during project construction, work must immediately halt and the Amador County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

4.5.4 References

Caltrans, 2014. *Old Amador Road Bridge Replacement Project Historic Property Survey Report*; August 2014.

Caltrans, 2014. *Archaeological Survey Report for the Old Amador Road Bridge Replacement Project Amador County, California; August 2014*.

4.6 Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy –Would the project:				
a) Results 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?	☐	☐	☒	☐

4.6.1 Setting

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resource, such as oil, natural gas, coal, and emission of pollutants. The project site does not currently produce energy. The project site's use of energy is currently limited to vehicles traveling along Old Amador Road or maintenance vehicles and crews conducting upkeep activities such as pavement overlay, restriping, bridge painting, and other such maintenance.

The County produced an Amador County Energy Action Plan in 2015 to expand upon energy-efficiency and renewable-energy efforts within the County; however, the Energy Action Plan focuses residential, non-residential, and municipal energy sources and does not currently address transportation related energy consumption (Amador County, 2015). The goals identified in the County's General Plan Conservation Element that pertain to the proposed project are Policy C-6 and C-6.1 (Amador County, 2016). Policy C-6 of the County General Plan reads "Reduce energy use and promote renewable and locally available sources of energy," while Policy C-6.1 reads "Encourage new development to be pedestrian-friendly, and located near existing activity centers to limit energy use associated with automobile transportation." Amador County enforces these goals, as related to bridge replacement projects, by providing safe pedestrian access across new bridge and complying with all construction standards (Amador County, 2016).

4.6.2 Discussion

a,b) **Less Than Significant Impact**. The proposed project would result in temporary use of energy as fuels for construction equipment. Construction activities are estimated to last approximately seven months. The proposed project is required to provide safe pedestrian and vehicle access across Rancheria Creek and provide a new structure that is wider and designed to meet current design standards. The proposed project is not associated with the development of land uses (i.e., residential, commercial, etc.) that would increase the demand for local or regional sources of energy. The use of energy for the construction of the proposed project is minimal and would not require the construction of new sources of energy or energy infrastructure for implementation of the proposed project. The proposed project would not conflict with any energy efficiency policies or standards. The impact to energy resources is considered less-than-significant and not mitigation measures are required.

4.6.3 Mitigation Measure

No mitigation measures are required for the proposed project as related to energy usage and production.

4.6.5 References

Amador County. 2015. Amador County Energy Action Plan. Available: https://www.amadorgov.org/home/showdocument?id=20326. Accessed: 3/2/2020

Amador County. 2016. Amador County General Plan – 04 Conservation Element. Available: https://www.amadorgov.org/departments/planning/general-plan-update-draft-environmental-impact-report-and-draft-general-plan. Accessed: 3/2/2020.

4.7 Geology and Soils

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Geology and Soils –Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
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?	☐	☒	☐	☐

4.7.1 Setting

The project site is located in the Sierra Nevada geomorphic province near its boundary with the Great Valley geomorphic province. The Sierra Nevada is a northwest trending mountain range, 400 miles long, and 40- to 100-miles-wide, that rises to the east of the Great Valley province. The Great Valley geomorphic province is a long alluvial plain that extends approximately 400 miles through central California. The project site is located within the foothill region of the central Sierra Nevada, which is characterized by northwest trending ridges and troughs of moderate relief.

Geologically, the project site is located on the western fringe of the Sierra Nevada Metamorphic Belt. The metamorphic belt underlies the western slope of the Sierra Nevada and is divided into three fault-bounded lithologic terranes that extend along its length. The project site is located on the western-most terrane, which is composed of volcanic and sedentary rocks approximately 135 to 190 million years in age. These rocks are derived from an ancient volcanic island arc that was accreted onto the North American

continent from the subduction of an oceanic plate beneath the North American Continent (DMG, 1983). Over time, tectonic forces have folded, faulted, and metamorphosed the rocks, creating a metamorphic belt known for its abundant mineral resources. During and after the uplift of the Sierra Nevada mountains, river systems continually deposited alluvial sediments in valleys within the metamorphic belt, as well as in the Great Valley.

4.7.2 Discussion

a.i-a.iv) **Less Than Significant Impact.** The major feature at the project site is Rancheria Creek, which is a tributary of Dry Creek. The area surrounding the project site is composed of rolling oak woodland within the Sierra Nevada foothills and is located in an area of low surface rupture or fault-related surface disturbance. According to the Department of Conservation, Division of Mines and Geology Special Publication 42, the project site is not located within a delineated Alquist-Priolo Earthquake Fault Zone (Bryant and Hart, 2007). No known active faults lie within or near the project site. The nearest known active faults are those located over 50 miles west of the site in the San Francisco Bay Area; however, several inactive faults occur 5-12 miles east of the site and are part of the north-south trending Bear Mountain fault system.

The seismic hazard most likely to impact the project site is ground shaking due to a large earthquake on one of the more major active regional faults. Liquefaction of granular soils can be caused by strong, vibratory motion due to earthquakes. Soils that are highly susceptible to liquefaction are medium- to fine-grained, loose, granular and saturated at depths of less than 50 feet below the ground surface. Liquefaction of soils causes surface distress, loss of bearing capacity, and settlement of structures that are founded on soils. The proposed project is located on Auburn silt loam and Mine Tailings soil series, which have underlying shallow bedrock.

The project site includes the gently sloping banks of Rancheria Creek. Strong seismic ground shaking could contribute to potential landslide activities within the project site. The proposed project would comply with Caltrans Seismic Design Criteria, regulations detailed in the Alquist-Priolo Earthquake Fault Zoning Act, the Amador County building regulations, and the 2007 California Building Code, which would minimize the potential effects of ground shaking. This impact is considered to be less-than-significant.

b) **Less Than Significant Impact.** Soil compression caused by large pieces of construction equipment could lead to a reduction in permeability and an increase in site runoff; however, given the short construction period of seven months and the size of the staging area (less than one acre), substantial erosion or siltation on- or off-site is unlikely. With adherence to Amador County Code Chapter 15.40, Erosion Control Ordinance, and Ordinance No. 1619, potential erosion impacts from construction activities will be less-than-significant.

c) **Less Than Significant Impact.** The project site does not have loose sandy soil. The project site does not contain soils that would be susceptible to lateral spreading, liquefaction, or collapse. The banks of Rancheria Creek are gently sloping and contain vegetation. The potential for landslides along the banks of Rancheria Creek within the project site is low. With adherence to all applicable codes and regulations, including the 2007 California Building Code, impacts associated with on- or off-site landslide would be minimized. The impact is considered to be less-than-significant

d) **Less Than Significant Impact.** Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The extent of shrinking and swelling is influenced by the environment, including the extent of wet or dry cycles, and by the amount of clay

in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The project site consists of silt loam and mine tailings, two clayey soils with high water tables. Theses oils are considered to have a high shrink-swell potential; however, the new bridge has been designed with consideration of the existing soil conditions and is unlikely to create substantial risk to life or property. The impact is considered to be less-than-significant.

e) **No Impact.** The proposed project does not involve the connection to sewer systems, or septic tanks as part of the proposed project; therefore, there is no impact.

f) **Less Than Significant Impact.** Based on the Geologic Map of the Amador City Quadrangle (CA Department of Conservation, 2020), the Project is located on metavolcanic rocks of the Mesozoic age and marine sedimentary and metasedimentary rocks of the Jurassic age. The paleontological sensitivity of these formations is low (Wagner et al., 1987). Modesto, Riverbank, Mehrten, and Ione formations of Amador County are considered to be highly paleontologically sensitive and do not occur in or around the project area. The remaining geologic formations in Amador County that are of Mesozoic age have either been highly folded, faulted, and metamorphosed from high temperature and pressure; formed at depth beneath the earth's surface; or formed from eruption of lava on earth's surface. These types of formations do not contain vertebrate fossils, and therefore are not considered to be paleontologically sensitive (Wagner et al., 1987). However, Project contract specifications would stipulate that construction shall stop in the area if such potential resources are discovered. In addition, Mitigation Measure CUL-1 will be followed in the even subsurface resources are discovered during Project construction. Therefore, Project impacts on paleontological resources would be less than significant.

4.7.3 Mitigation Measure

No mitigation measures are required for the proposed project as related to geology and soils.

4.7.4 References

Bryant, W. A., and E. W. Hart, 2007. *Special Publication 42, Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*; Interim Revision 2007.

California Department of Conservation, 2020. California Geological Survey. Available: https://maps.conservation.ca.gov/cgs/gmc/. Accessed September 4, 2020.

Wagner, D.L., C.W. Jennings, T.L. Bedrossian, and E.J. Bortugno, 1987. Geologic Map of the Sacramento Quadrangle. Regional Geologic Map Series, Map No. 1A. California Division of Mines and Geology. Sacramento, CA.

4.8 Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Greenhouse Gas Emissions –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?	☐	☐	☒	☐

4.8.1 Setting

The earth's atmosphere naturally contains a number of gases, including CO_2, methane (CH_4), and nitrous oxide (N_2O), which are collectively referred to as greenhouse gases (GHGs). GHG emissions are generally numerically depicted, when applicable, as carbon dioxide equivalents (CO_2e). CO_2e represents CO_2 plus the additional warming potential from CH_4 and N_2O. The common unit of measurement for CO_2e is metric tons ($MTCO_2e$).

These gases trap solar radiation and the earth's own radiation, preventing it from passing through the earth's atmosphere and into space. GHGs are vital to life on earth; however, increasing GHG concentrations are warming the planet. In general, CH_4 has 21 times the warming potential of CO_2 and N_2O has 310 times the warming potential of CO_2. As the average temperature of the earth increases, weather may be affected, including changes in precipitation patterns, accumulation of snow pack, and intensity and duration of spring snowmelt, as well as increased in intensity in low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, industry, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32). Amador County currently does not have an adopted Climate Action Plan; however, did publish an Amador County Community-Wide and Municipal Operations 2010 Gas Emissions Inventory (County Gas Emissions Inventory) in 2016 (Amador County, 2016). The County Gas Emissions Inventory presents a general overview of the GHG emissions attributed to community and municipal activities and sources within Amador County, and compares those emissions to the 2005 County Gas Emissions Inventory. The 2010 County Gas Emissions Inventory reports an 8.9 percent reduction in GHG emission compared to the 2005 County Gas Emissions Inventory. The County Gas Emissions Inventory does not identify measures or actions to reduce GHG emissions and is intended to serve as a guidepost for the development of a Climate Action Plan. The Amador County Air Pollution Control District (ACPCD) recommends the use of existing standard methodologies to evaluate GHG emissions, such as the California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board's (CARB's) AB 32 Climate Change Scoping Plan, and Executive Order S-3-05. The County and the ACPCD have not set significance thresholds for GHG emissions.

4.8.2 Discussion

a,b) **Less Than Significant Impact.** The purpose of the proposed project is to replace the existing structurally deficient Old Amador Road Bridge at Rancheria Creek and to provide safe access for

pedestrian and vehicles, while meeting current design standards. Consequently, the proposed construction project is considered small, short-term in nature and would not generate substantial air quality (including greenhouse gas emission) pollutant concentrations as discussed under the Air Quality section. As the proposed project would not include additional through lanes, the proposed project would not increase roadway facilities or service capabilities that would induce unplanned growth or remove an existing obstacle to growth. The proposed project would not increase long-term traffic levels and there would be no operational impacts associated with greenhouse gas emissions. Proposed project impacts would be considered less-than-significant and no mitigation measures would be required.

4.8.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to GHG emissions.

4.8.4 References

Amador County. 2016. Amador County Community-Wide and Municipal-Operations 2010 Gas Emissions Inventories With 2005 Baseline Comparison. Available: https://www.amadorgov.org/home/showdocument?id=23725. Accessed: 3/2/2020

4.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Hazards and Hazardous Materials –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 or excessive noise 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, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Setting

An Initial Site Assessment (ISA) was prepared for the proposed project and completed in June 2014. The results of the ISA are incorporated into the discussion of the proposed project's impacts below. The ISA was performed in general conformance with the scope and limitations of ASTM Practice E 1527-05. No RECs, as defined in ASTM Practice E 1527-05, were observed during a site visit or by the EDR record search in connection with the project site. Based on the results of the records review and reconnaissance, potential asbestos containing materials (ACMs) and/or lead-based paint (LBP) were not observed on the project site. However, presence of potential ACMs or LBP within the existing bridge structure is unknown.

Avoidance, minimization, and/or mitigation measures are proposed as part of the project. These strategies are intended to address potential impacts as follows:

- Impacts associated with the presence of lead-based paint (LBP) and/or asbestos containing materials (ACMs) due to the age and demolition of the existing bridge.
- Impacts associated with elevation concentrations of arsenic in the soil.

4.9.2 Discussion

a) **Less Than Significant Impact.** Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Hazardous materials that are typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturers specifications and all applicable regulations. Operation of the proposed project would not involve the routine storage or use of hazardous materials. Impacts resulting from the transport, use or disposal of hazardous materials during construction and operation of the proposed project would be less-than-significant.

b) **Less Than Significant Impact with Mitigation**. As stated above, if implemented, the proposed project has the potential to use a variety of hazardous materials. These materials would be stored, handled, and transported per federal, state, and local regulatory requirements. Additionally, an ISA was prepared to support this environmental document. Avoidance, minimization, and/or mitigation measures are proposed as part of the project for potential ACMs, LBP and arsenic containing soil that may be present at the proposed project site.

Asbestos and Lead: New uses of asbestos containing materials (ACM) were banned by the EPA in 1989. Revisions to regulations issued by the Occupational Safety & Health Administration (OSHA) on June 30, 1995, require that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (PAC) and treated accordingly. In order to rebut the designation as PAC, OSHA requires that these materials be surveyed, sampled, and assessed in accordance with 40 CFR 763 (Asbestos Hazard Emergency Response Act [AHERA]). ACMs have also been documented in the rail shim sheet packing, bearing pads, support piers, and expansion joint material of bridges. The Caltrans Historic Bridge Inventory indicates that the Old Amador Road Bridge at Rancheria Creek was built in 1925.

Lead has been used in commercial, residential, roadway, and ceramic paint; in electric batteries and other devises; as a gasoline additive; for weighting; in gunshot; and other purposes. It is recognized as toxic to human health and the environment and is widely regulated in the United States. Structures constructed prior to 1978 are presumed to contain lead-based paint unless proven otherwise, although buildings constructed after 1978 may also contain lead-based paints. Due to the construction age of the existing structure, painted areas on the existing bridge structure may also be of concern due to the possible use of lead-based paint.

Arsenic Containing Soil: The alignment of the Plymouth Pipeline Project is located approximately one mile east of the existing bridge, and the EIR/EA previously report prepared for this project in March 2006 identified the presence of elevated levels of arsenic from mine tailings. Mine tailings have historically been used as the material for road base and are present within the proposed project area. In addition, the Treasure Mine Dam built in 1910 to impound mine tailings from several of the area's historic mines is located 0.5 mile northwest of the project area, suggesting potential presence of soils with elevated levels of arsenic in the project area.

In accordance with the California Department of Toxic Substances Control (DTSC) Proven Technologies and Remedies Guidance Remediation of Metals in Soil protocol, a Preliminary Endangerment Assessment (PEA) and Removal Action Workplan (RAW) was prepared for this project and included a discussion of exposure pathways and receptors, preparation of a conceptual site model, a human health risk assessment, an ecological risk assessment and would specify remedial measures for those on-site soils that contain hazardous levels of arsenic to minimize the exposure risk to construction workers and end-users. In September 2014, Taber Consultants advanced 12 hand auger borings and collected 16 soil samples for analysis. Each sample was analyzed for CAM-17 metals by EPA method 6010B. Based on the high levels of arsenic, and 11 of the 16 soil sample results exceeding Amador County clean up levels, three samples exceeding toxicity characteristic leaching procedure(TCLP) – 5.0 mg/l and 2 samples exceeding the Hazard Index of 1.0.

During construction, any existing hazardous soils that may be encountered would pose a hazard for construction workers and the environment. Construction workers typically are at the greatest risk for exposure to contaminated soil. Accidents or spills during transport of hazardous materials or wastes could have the potential to expose the public and the environment to these substances.

Implementation of Mitigation Measures HAZ-1 through HAZ-4 would be required to ensure there would not be 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 and reduce the impact to a less-than-significant level.

c) **No Impact.** The project site is not located within ¼ mile of a school. The project site is located in a rural area primarily surrounded by grazing land and rural residences and is not located within the vicinity of urban development. There is no impact.

d) **Less Than Significant Impact with Mitigation.** An ISA prepared for the proposed project included an extensive database records search for the project site and properties within a 1-mile radius of the project site. The ISA concluded that the project site and adjacent sites were not identified in any of the databases searched and also did not identify any recognized environmental conditions that may result in a significant hazard to the public or the environment. However, as discussed in (b), avoidance, minimization, and/or mitigation measures are proposed as part of the project for potential ACM sand LBP that may be present at the proposed project site.

Implementation of Mitigation Measures HAZ-1 through HAZ-4 would be required to ensure there would not be 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 and reduce the impact to a less-than-significant level.

e) **No Impact.** The nearest airport to the project site is Westover Field located approximately 4 miles south of the project site. Westover Field is a County owned and operated facility located in Martell, an unincorporated area of Amador County located between the cities of Jackson and Sutter Creek with a single runway (Amador County 1990). The project site is not located within an adopted airport land use plan. There is no impact.

f) **Less Than Significant Impact with Mitigation.** The proposed project will require removal of the existing bridge and construction of a new bridge. Old Amador Road will remain accessible during construction of the proposed project. However, during construction, the proposed project could temporarily interfere with emergency access or response in the vicinity of the project site. With

implementation of Mitigation Measure TRANS-1, discussed later in the document in the Transportation and Traffic section, this impact is less-than-significant.

g) **Less Than Significant Impact.** The area surrounding the project site contains grazing lands with oak woodland forests that could provide a good source of fire fuels; however the proposed project is a bridge replacement that will not expose additional people or structures to the threat of fire. There is a less-than-significant impact associated with wildland fire threat

4.9.3 Mitigation Measures

Mitigation Measure HAZ-1: ACM and LBP Testing. Based on the age of the structure, the existing bridge may contain ACMs, and shall be inspected by a CAC under separate assessment during the Plan, Specifications and Estimate (PS&E) process. Additionally, pavement striping and thermoplastic paint used on roadways often contain lead. The potential exists for the bridge and associated features to contain LBP, and they shall be addressed under separate assessment during the Plan, Specifications and Estimate (PS&E) process.

Mitigation Measure HAZ-2: Arsenic Containing Soil. Soil containing arsenic above 22 mg/kg will be mitigated through the use of a capping system to reduce or eliminate direct contact and mobilization of arsenic to surface or groundwater. Along the bridge approaches the capping system will consist of a compacted base rock layer (9-inch minimum) and topped with a layer of asphalt (3-inch minimum). The impervious asphalt capping system will provide a 1-foot (minimum) separation between contaminated soil and the ground surface.

Direct runoff from the asphalt capping system can lead to increased erosion in surrounding areas; therefore, containment of soils along the edges of Old Amador Road and around the new bridge abutments is also necessary. To contain arsenic contaminated soil in these areas, a geomembrane confinement system designed to reduce or prevent surface erosion will be utilized. It is expected that the RAP will recommend pH stabilization of soil on the site and capping with impervious material to prevent surface water infiltration and mobilization of the arsenic to surface or groundwater, although other techniques will be evaluated to determine the most cost-effective remedial solution.

Mitigation Measure HAZ-3: Development of a Health and Safety Plan (HASP). A HASP shall be developed for the proposed project. The HASP shall describe appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. Any unknown substances shall be tested, handled and disposed of in accordance with appropriate federal, state and local regulations.

Mitigation Measure HAZ-4: Contamination of Soil and/or Groundwater. During construction activities for the proposed project, if contaminated soil and/or groundwater are encountered or suspected contamination is encountered, work should be stopped in the suspected area of contamination and the type and extent of the contamination be identified. If necessary, a remediation plan shall be implemented in conjunction with continued construction of the proposed project.

Mitigation Measure TRANS-1: Please refer to the Transportation section.

4.9.4 References

Amador County, 1990. *Airport Land Use Plan for Westover Field, Amador County;* Amended July 1990

Caltrans, 2014. *Old Amador Road over the Rancheria Creek Bridge Replacement Initial Site Assessment*; June 2014.

4.10 **Hydrology and Water Quality**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Hydrology and Water Quality – Would the project:				
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 a 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 off-site;	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

4.10.1 Setting

Rancheria Creek is the body of water within the project site. Rancheria Creek is a sixth-order intermittent stream located within Amador County. During periods of rainfall or runoff, Rancheria Creek conveys flows to its confluence with Dry Creek. As is the case in all watersheds, land uses within the Rancheria Creek watershed heavily influence water quality in the creek. The Rancheria Creek watershed is largely undeveloped, and land use in the watershed is dominated by rural residential and some small agricultural operations. At the project site, Old Amador Road also influences water quality in Rancheria Creek. Pollutants associated with agriculture in the watershed include pesticides, herbicides, nutrients from fertilizers, salts leached from soils, and animal waste. Vehicles traveling on Old Amador Road are sources of oil, grease, gasoline, heavy metals, and combustion byproducts. Water pollutants associated with residential land uses include fertilizers, herbicides, and pesticides used in landscaping, pollutants from vehicles, animal waste, and improperly disposed of household chemicals.

Existing water quality conditions within Rancheria Creek are high, which is typical of streams within foothill watersheds with little surrounding land development. Neither Rancheria Creek nor Dry Creek are included in the 2010 California 303(d) List of Water Quality Limited segments (SWRCB, 2010). A Water

Quality Assessment Report (WQAR) was prepared for the Old Amador Road at Rancheria Creek Bridge Project (2020).

4.10.2 Discussion

a) **Less Than Significant Impact with Mitigation Incorporated.** Development of the proposed project site has the potential to expose bare soil and potentially generate other water quality pollutants that could be exposed to precipitation and subsequent entrainment in surface runoff to Rancheria Creek. Construction will occur when the creek bed is dry, and work will occur in the creek during the new bridge construction., construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to Rancheria Creek and waters downstream. Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality.

   Construction of the entire project is anticipated to take approximately seven months, beginning in March 2022. All work within Rancheria Creek would be conducted during the dry season. The proposed project would be covered by the Caltrans Statewide MS4, which would require the preparation and implementation of a Water Pollution Control Plan (WPCP) for construction of a Caltrans project not covered by the Construction General Permit. Implementation of these measures and the measures below would reduce this impact to a less-than-significant level.

b) **Less Than Significant Impact.** The project site is not actively used for groundwater recharge. The proposed project would not construct a significant amount of new impervious surfaces that would impede surface water drainage into the soil. This impact is less-than-significant.

c.i – c.iv) **Less Than Significant Impact.** Implementation of the proposed bridge replacement would not substantially modify the character of the project site in terms of water pollutants. Vehicles traveling on Old Amador Road and local rural-residential and agricultural land uses would remain the primary sources of water pollutants at the project site. The project would not change the number of vehicles traveling on Old Amador Road or other nearby land uses in the Rancheria Creek watershed. Therefore, there would not be an increase in the load of vehicle-generated pollutants to Rancheria Creek.

   Rock slope protection (RSP) generally does not significantly alter water quality. Stream temperatures can increase slightly in areas with long reaches of continuous RSP due to solar radiation. Nutrient loading can be somewhat diminished in reinforced bank areas because of the elimination of riparian vegetation. Large amounts of limestone rock slope protection can raise the pH of a stream very slightly (USACE, 2003). If RSP is installed, it would cover what is considered a relatively small area of the channel and would be partially shaded by Old Amador Road Bridge, and the potential to raise local water temperature, reduce nutrient loading, or raise pH is low. Potential impacts to water quality during project operation due to the presence of rock slope implementation are considered less-than-significant.

   The project site includes the existing Old Amador Road Bridge, Rancheria Creek, the banks of Rancheria Creek, and the north and south approaches to the bridge. The proposed project would remove the existing bridge and replace it with a slightly wider structure that would be relocated adjacent to and downstream of the existing alignment, and result in greater impervious surface area. The proposed project would result in a slight increase in runoff over existing conditions from the increase in surface area of the new bridge. The new bridge and realigned approach roads would not

result in a significant increase in drainage and erosion form the project site that would generate a substantial amount of runoff that would exceed the capacity of Rancheria Creek. This impact is less-than-significant.

d) **No Impact.** The project site is not located near any tidally influenced water bodies nor is it near any large bodies of water that could be affected by a tsunami or seiche. Additionally, the project site is a bridge replacement and would not require any modification to nearby slopes limiting the possibility of mudflow to the project site. There is no impact.

e) **Less Than Significant Impact.** The Central Valley RWQCB is responsible for the preparation and implementation of the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan), adopted in 1998 and revised periodically (CVRWQCB, 2011). The Basin Plan identifies the beneficial uses and provides water quality objectives and standards for waters of the Sacramento River and San Joaquin River hydrologic regions, which includes waters within the planning area. This project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of best management practices and avoidance and minimization measures, the impact is less-than-significant.

4.10.3 Mitigation Measures

Mitigation Measure WQ-1: Return Temporarily Disturbed Areas to Pre-Project Conditions

All temporarily disturbed areas will be returned to pre-project conditions upon completion of construction. These areas will be properly protected from washout and erosion using erosion control devices including, but not limited to, coir netting, hydroseeding, and revegetation. In sloped areas, additional erosion control measures will be applied, which will include erosion control blankets and fiber rolls.

Mitigation Measure WQ-2: Protect Existing Vegetation

Existing vegetation will be protected using temporary fencing, or other similar protection devices, to reduce potential for erosion and sedimentation.

Mitigation Measure WQ-3: Cover and Stabilize Exposed Soils

Exposed soils will be covered by visqueen or other suitable material, or other methods will be used to reduce erosion and runoff during rainfall events. Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities.

Mitigation Measure WQ-4: Develop and Implement Driling and Dewatering Plan

The contractor shall develop a drilling and dewatering plan describing the methods, materials, quantities, and locations of the drilling and dewatering activities. All discharges from dewatering will adhere to the requirements of the General Waste Discharge Requirements/NPDES Permit for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2016-0076, NPDES NO. CAG995002).

Mitigation Measure WQ-5: Develop and Implement Toxic Materials and Spill Response Plan

The contractors will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with Project construction.

Mitigation Measure WQ-6: Develop Water Pollution Control Plan and Implement Water Quality Best Management Practices

Before any ground-disturbing activities, the County shall prepare and implement a WPCP that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after construction. The WPCP shall follow guidance in the current version of the Caltrans Stormwater Quality Handbook and the California Stormwater Quality Association (CASQA) BMP Handbook. The WPCP shall include site design to minimize offsite storm water runoff that might otherwise affect adjacent lake or stream habitat.

The WPCP shall require that the construction contractor implement BMPs to protect water quality within Rancheria Creek. Caltrans and CASQA have developed resources for preventing water pollution during construction activities. Based on review of the proposed project, the following or equivalent BMPs will be used by the construction contractor when developing the WPCP:

- Silt fence
- Hydraulic mulch
- Hydroseeding
- Fiber rolls
- Street sweeping
- Dewatering operations
- Material and equipment use over water
- Other spill control and prevention measures

In addition to the BMPs, the WPCP will require that the contractor cover or otherwise stabilize all exposed soil 48 hours prior to potential precipitation events of greater than 0.5 inch.

4.10.4 References

Dewberry | Drake Haglan, 2020. Water Quality Assessment Report for Old Amador Road Bridge Replacement Project. August 2020.

State Water Resource Control Board (SWRCB), 2010. 2008 - 2010 303(d) List of Water Quality Limited Segments. Available: https://www.waterboards.ca.gov/centralvalley/water_issues/tmdl/impaired_waters_list/. Accessed September 4, 2020.

4.11 **Land Use and Planning**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Land Use and Land Use Planning – 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?	☐	☐	☐	☒

4.11.1 Setting

The proposed project is located within an unincorporated area of Amador County. The Amador County General Plan designates the land use at the project site for agricultural transition (R-S) and agricultural general (A-G) use (Amador County, 2016). The agricultural general use designation applies to lands that are suited for grazing and varied agricultural uses and permitted density in this designation is based on site factors including the slope of the parcel, soil conditions, and water availability. The agricultural transition use designation applies to lands that occur within the transition from agricultural to rural residential uses. This classification provides for rural ranchettes, limited animal husbandry, and family garden, orchard, or supplementary agricultural income.

The Amador County zoning classification surrounding the project site are also agricultural general (AG) and agricultural transition (R1A). Both zones are permitted for single-family dwellings and general farming and grazing operations (Amador County, 2019).

The existing Old Amador Road provides the only access for three residences north of Rancheria Creek to Amador City and the rest of the County. Old Amador Road generally traverses property boundaries at the project site.

4.11.2 Discussion

a) **No Impact.** The proposed project would replace the existing Old Amador Road bridge with a structure along the existing alignment and of a similar size and scale. The proposed project would include a temporary detour downstream and adjacent to the existing bridge, to maintain access to residence north of Rancheria Creek. Upon completion of the proposed bridge construction, the temporary detour would be removed and traffic flow at the project site would return to existing conditions. The proposed project would not divide an established community and there would be no impact.

b) **No Impact.** The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operation of the proposed project would be similar to existing conditions. The proposed project would comply with the County general plan and County zoning ordinance. The proposed project would comply with federal, State, and local policies and regulations. The proposed project would not conflict with any existing land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating and environmental effect. The proposed project would have no impact and no mitigation measures are required.

4.11.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to Land Use and Planning.

4.11.4 References

Amador County, 2016. Amador County General Plan. Available: https://www.amadorgov.org/home/showdocument?id=23856. Accessed September 4, 2020.

Amador County, 2019. Amador County Codification of the General Ordinances. Available: https://www.codepublishing.com/CA/AmadorCounty/. Accessed September 4, 2020.

4.12 **Mineral Resources**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mineral Resources – 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?	☐	☐	☒	☐

4.12.1 Setting

The discovery of gold in the Sierra Nevada foothills in 1849 led to the settlement of Amador County, and Amador County's mineral resources remain important to the County's economy and identity. Currently, mining in the County includes clay, gold, lignite, and aggregate materials, but the County's mineral resources include clay, sand, gravel, aggregate, quartz sand, copper, silver, gold, soapstone, marble, slate, greenstone, river rip rap, road base, limestone, sandstone, zinc, chromite, talc, lignite, and diamonds. (Amador County, 2016).

Mineral Resource Zone (MRZ) categories are used to classify which land has potential significant mineral resources, based on geologic factors, regardless of current or existing land use. MRZ-2 classifications describe areas where there is adequate information to indicate that significant mineral deposits are present, or have a high likelihood of being present. The MRZ-2a classification describes areas where geologic information indicates significant mineral resources are present, and the MRZ-2b classification describes areas where the presence of significant mineral resources is inferred from geologic information (Amador County, 2016). MRZ-3 classifications describe areas where geologic information indicates mineral resources are present but the significance of these resources is undetermined. The MRZ-3a classification describes areas containing known mineral deposits that may qualify as mineral resources, but further exploration is required to classify as an MRZ-2 (Department of Conservation, 2019).

The County designates multiple MRZs within the western portion of the County (Amador County, 2016). The project site and surrounding area is located within an area classified as MRZ-3a for unknown mineral resources. The area approximately 0.5 miles east of the project site is classified as MRZ-2b for gold mineral resources (Amador County, 2016).

4.12.2 Discussion

a,b) **Less Than Significant Impact.** The proposed project is a bridge replacement project that would remove the existing bridge and construct a new bridge along the existing alignment. There are no existing mining operations present within the project vicinity. Construction activities would be temporary in nature and would not conflict with or limit access to mineral resources. Operation of the proposed project would be similar to existing conditions. The proposed project would have a less than significant impact and no mitigation measures would be required.

4.12.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to mineral resources.

4.12.4 References

Amador County. 2016. Amador County General Plan – 04 Conservation Element. Available: https://www.amadorgov.org/departments/planning/general-plan-update-draft-environmental-impact-report-and-draft-general-plan. Accessed: 3/4/2020.

California Department of Conservation State Mining and Geology Board. 2019. California Surface Mining and Reclamation Policies and Procedures. Guidelines for Classification and Designation of Mineral Lands. Available: https://www.conservation.ca.gov/smgb/Guidelines/. Accessed: 3/4/2020.

4.13 **Noise**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise – 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 airport land use plan area, 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 area to excessive noise levels?	☐	☐	☐	☒

4.13.1 Setting

Noise is defined as unwanted sound; thus, it is a subjective reaction to characteristics of a physical phenomenon. A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A 10-fold increase in acoustical energy equals a 10-dB change, which is subjectively like a doubling of loudness.

Table 4.13-1. Typical Noise Levels

, Typical Noise Levels, identifies decibel levels for common sounds heard in the environment.

Table 4.13-1. Typical Noise Levels

Common outdoor activity	Noise level (dBA)	Common indoor activity
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet Commercial area	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime Quiet suburban nighttime	40	Theater, large conference room (background)

Table 4.13-1. Typical Noise Levels

Common outdoor activity	Noise level (dBA)	Common indoor activity
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans, 2013

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are equivalent A-weighted sound level over a given time period (Leq); average day-night 24-hour average sound level with a nighttime increase of ten dBA to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24 hour average that includes both an evening and a nighttime weighting. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse levels of noise with respect to public health because of sleep interference.

State and local agencies that govern the project site have policies and standards regarding noise levels for land use types as well as construction operations. Caltrans Standard Specification, 14-8.02, Noise Control, states that projects: "Do not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 PM to 6:00 AM. Receptors that are located beyond 50 feet of a project area do not need to be considered unless there is a reasonable expectation that noise impacts would extend beyond that boundary."

Amador County does not have a noise ordinance that regulates construction noise; however, the Amador County General Plan Noise Element sets various policies that would apply to projects within Amador County. According to the 2016 Noise Element Policy N-1.3, the County is required to "evaluate potential noise conflicts for individual sites and projects, and requires mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval." Furthermore, it is the policy of the County that the following land uses shall be considered as noise-sensitive areas and thus be given additional consideration when determining noise impacts from a proposed project:

- Residences
- Schools
- Hospitals
- Other uses deemed noise-sensitive by the local jurisdiction (such as places of worship and libraries).

Vibration

The most common descriptor used to quantify construction vibration amplitude in relation to impacts to structures is the peak particle velocity (PPV), defined as the maximum instantaneous peak velocity of the vibratory motion in inches per second (in/sec). According to Caltrans Department of Transportation and Construction Guidance Manual (2013), PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. The Federal Transit Administration (FTA) recommends a PPV threshold of 0.5 in/sec for residential and commercial structures (FTA, 2018).

Project Setting

Old Amador Road is classified as a 'Local Road' in the County General Plan and accommodates an ADT of approximately 25 vehicles per day. The nearest residence, which is considered a sensitive receptor, is located approximately 150 feet northeast of the project area.

4.13.2 Discussion

a) **Less Than Significant Impact with Mitigation Incorporated.** Construction activity noise levels at and near the proposed project construction areas would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. **Table 4.13-1** shows typical noise levels during different construction stages. **Table 4.13-2** shows typical noise levels produced by various types of construction equipment.

Table 4.13-1. Typical Construction Phases and Noise Levels

Construction phase	Noise level (dBA, Leq)
Ground clearing	84
Excavation	88/78
Foundations	88
Erection	79/78
Finishing	84

Source: U.S. EPA, 1971.

Noise at the construction site would be intermittent and its intensity would vary. The degree of construction noise impacts may vary for different areas of the project study area and also vary depending on the construction activities.

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction and some of the sensitive receptors surrounding the project study area may be temporarily affected.

Table 13-2 summarizes noise levels produced by construction equipment that is commonly used on bridge replacement projects and is representative of the equipment necessary for project construction. Construction equipment is expected to generate noise levels ranging from 80 to 90 dB at a distance of 50 feet and noise produced by construction equipment would be reduced over distance at a rate of about six dB per doubling of distance.

Table 4.13-2. Typical Construction Equipment Noise Levels

Construction equipment	Noise level (dBA, Leq at 50 feet)
Dump Truck	84
Portable Air Compressor	81
Concrete Mixer (Truck)	84
Scrapers	85
Jackhammer	88

Table 4.13-2. Typical Construction Equipment Noise Levels

Construction equipment	Noise level (dBA, Leq at 50 feet)
Bulldozers	85
Paver	89
Generator	76
Backhoe	85

Source: Caltrans, 2013

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. There is one rural residence located approximately 150 feet east of the project area and is anticipate to experience maximum noise levels of 80 dBA due to project construction. Since maximum noise level are anticipated to be below the 86 dBA Catlrans standard, short-term in nature due to project construction, and the proposed project would not permanently increase noise at the nearby residence, the proposed project would have a less-than-significant impact with implementation of the **Mitigation Measure NO-1**.

Operational Noise Effects. The proposed project would have no long-term effects on noise levels, since the proposed project would not increase capacity along the roadway. Once construction is completed noise levels would return to levels similar to the existing noise environment.

b) **Less Than Significant Impact with Mitigation Incorporated**. Equipment associated with high vibration levels (pile drivers) would not be used for the proposed project. There are several different methods that are used to quantify vibration.

Project construction equipment could get as close as 300 feet from sensitive receptors and still be below the annoyance threshold of 80 RMS and 60 feet from a structure to be below the potential building damage threshold of 0.2 PPV. Project equipment would be approximately 150 feet from the closest sensitive receptor. The vibration impact of this proposed project would be less-than-significant with implementation of **Mitigation Measure NO-1**.

c) **No Impact**. There are no airports or private airstrips within two miles of the proposed project. There would be no impact from airports or airstrips upon people residing or working in the vicinity of the proposed project.

4.13.3 Mitigation Measures

Mitigation Measure NO-1: The following control measures shall be implemented in order to minimize noise and vibration disturbances during periods of construction:

5. Construction activities shall be limited to between 7 a.m. and 6 p.m. Monday through Friday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on weekends and holidays (President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving, Christmas Day, and New Year's Day).
6. Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic

intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).

7. Utilize construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
8. Turn off idling equipment.

4.13.4 References

Amador County, 2016. Amador County General Plan. Available: https://www.amadorgov.org/home/showdocument?id=23856. Accessed September 4, 2020.

California Department of Transportation (Caltrans), 2013. Transportation and Construction Vibration Guidance Manual. Available: https://www.contracosta.ca.gov/DocumentCenter/View/34120/Caltrans-2013-construction-vibration-PDF?bidId=. Accessed September 4, 2020.

Federal Transportation Authority (FTA), 2018. Transit Noise and Vibration Impact Assessment. Available: https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/noise-and-vibration. Accessed September 4, 2020.

U.S. Environmental Protection Agency (U.S. EPA), 1971. Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances. Available: https://nepis.epa.gov/Exe/ZyNET.exe/9101NN3I.TXT?ZyActionD=ZyDocument&Client=EPA&Index=Prior+to+1976&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5Czyfiles%5CIndex%20Data%5C70thru75%5CTxt%5C00000024%5C9101NN3I.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x&ZyPURL. Accessed September 4, 2020.

4.14 **Population and Housing**

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

4.14.1 Setting

According to the 2010 Census, Amador County has an estimated population of approximately 38,091 people with a total of 18,032 housing units as of 2010 (U.S. Census Bureau, 2019b). Between 2010 and 2018 there was a 3.4 percent increase in population for unincorporated Amador County (U.S. Census Bureau, 2019b). As of January 1, 2018, Amador County had approximately 18,450 housing units with an average of 2.42 individuals per household in unincorporated Amador County (U.S. Census Bureau, 2019b).

The project site is located in an unincorporated portion of the County. The nearest census designated community is Amador City, located approximately 0.5 miles southeast of the project site. Amador City has a population of approximately 114 people (U.S. Census Bureau, 2017). One residence is located adjacent to the project site, approximately 150 feet east of the existing bridge.

4.14.2 Discussion

a) **Less Than Significant Impact.** The proposed project would provide temporary employment for several people for construction and demolition activities. The proposed project would not result in the permanent creation of new jobs that would induce substantial population growth. Additionally, the road would remain a single-lane road and would not encourage population growth within the surround communities adjacent to the project site. This impact would be less-than-significant and no mitigation measures would be required.

b) **No Impact.** The proposed project would construct a bridge along the same alignment as an existing bridge. The proposed project would not displace any housing or people, and replacement housing would not be required. There would be no impact and no mitigation measures would be required.

4.14.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to population and housing.

4.14.4 References

United States Census Bureau (U.S. Census Bureau). American FactFinder Community Facts for Amador City, CA. Available: https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed: 3/2/2020

U.S. Census Bureau. 2019a. American FactFinder Community Facts for 2013-2017 American Community Survey 5-Year Estimate for Amador County, CA. Available: https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed: 3/2/2020

U.S. Census Bureau. 2019b. Quickfacts – Amador County, California. Available: https://www.census.gov/quickfacts/amadorcountycalifornia. Accessed: 3/2/2020.

4.15 **Public Services**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services —				
a) Would the project result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:				
i) Fire protection?	☐	☒	☐	☐
ii) Police protection?	☐	☒	☐	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

4.15.1 Setting

The project site is served by the Amador Fire Protection District (AFPD), Sutter Creek Fire Protection District (SCFPD), and California Department of Forestry and Fire Protection (CAL FIRE). The AFPD is responsible for emergency fire, rescue, and medical aid service in approximately 85% of the unincorporated area of Amador County. The SCFPD is responsible for the City of Sutter Creek, Amador City, and an area of unincorporated territory west of Amador City. Through an automatic aid agreement, both the AFPD and the SCFPD provide local fire protection services to the proposed project area, such as responding to structural fires and providing emergency medical services. CAL FIRE provides wild land fire services in and the County and is responsible for the protection of state responsibility area (SRA) lands in the project area (Amador County, 2014 ; Amador County, 2016).

The project site is served by the Amador County Sheriff's Office, which has one stations that serves all unincorporated portions of the County. The Amador County Sheriff's station is located at 700 Court Street in Jackson, California, approximately 6 miles southeast of the project site (Amador County Sheriff's Office, 2020).

The project site is within the Amador County Unified School District boundaries and is served by Sutter Creek Elementary School (Grades K-6), Ione Junior High School (Grades 6-8), and Amador High School (Grades 9-12) (Amador County Unified School District, 2020).

The proposed project is not located within or adjacent to any public park properties. The closest public park is the Minnie Provis Park which is located approximately 3.0 miles southeast of the proposed project site.

4.15.2 Discussion

a.i) **Less Than Significant Impact with Mitigation Incorporated.** Fire services in the County are provided by the AFPD and CAL FIRE. Additionally, SCFPD provides fire services to the project site through an automatic aid agreement with AFPD. The closest fire station to the proposed project site is located

approximately 2.3 miles to the southeast and is the SCFPD fire station at 350 Hanford Street, Sutter Creek, CA.

Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire services; however, construction activities would be short-term and the proposed bridge improvement project would not create additional demands on the local fire district during operations. The proposed project would have a less-than-significant impact related to demand for fire protection services.

Emergency access to the vicinity of the project site would be temporarily inhibited during construction of the proposed project. Implementation of **Mitigation Measure TRAF-1** would ensure that emergency access impacts are minimized to a less-than-significant level.

a.ii) **Less Than Significant Impact With Mitigation Incorporated.** The Amador County Sheriff's Department provides enforcement services for unincorporated areas of Amador County. The California Highway Patrol (CHP) handles all traffic enforcement and automobile accident investigations for the unincorporated parts of Amador County.

Construction of the proposed project may result in accident or emergency incidents that would require police services; however, construction activities would be short-term the proposed bridge improvement project would not create additional demands on the local police district during operations. The proposed project would have a less-than-significant impact related to demand for police protection services.

Emergency access to the vicinity of the project site would be temporarily inhibited during construction of the proposed project. Implementation of **Mitigation Measure TRAF-1** would ensure that traffic disruption impacts are minimized to a less-than-significant level.

a.iii) **No Impact.** The proposed project is a bridge/roadway improvement project and would not generate any additional demand for schools. The proposed project would not disrupt access to existing schools or school bus routes. There would be no impact and not mitigation measures would be required.

a.iv) **No Impact.** The proposed project is a bridge/roadway improvement project and would not generate any additional demand for schools. The proposed project would not disrupt access to existing parks and there are no parks within the project area. There would be no impact and not mitigation measures would be required.

a.v) **No Impact.** The proposed project would have no impact on any other public services, such as Amador County administrative services.

4.15.3 Mitigation Measures

Implement **Mitigation Measure TRAF-1**, as described in Section 4.17, Transportation, below.

4.15.4 References

Amador County. 2016. Amador County General Plan. Safety Element. Available: https://www.amadorgov.org/departments/planning/general-plan-update-draft-environmental-impact-report-and-draft-general-plan. Accessed: 3/5/2020.

Amador County Local Agency Formation Commission (Amador County LAFCO). 2014. Municipal Service Review for Amador County. Chapter 27. Sutter Creek Fire Protection District. Available:

https://www.amadorgov.org/government/lafco/municipal-services-review/final-msr-2014. Accessed: 3/5/2020.

Amador County Sheriff's Office. 2020. About – Our Mission. Available: https://www.amadorsheriff.org/about/our-mission. Accessed: 3/5/2020.

Amador County Unified School District. 2020. Amador County Public School. About ACUSD/ACOE. Available: https://amadorcoe.org/about/. Accessed: 3/5/2020.

4.16 **Recreation**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Recreation —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.16.1 Setting

Amador County includes over 700 acres of developed parkland and designated recreational open space owned by the cities, community service districts, the County, and Amador County Recreation Agency (ACRA). More than 30 parks and/or recreation facilities are located within the County (Amador County, 2016). The project site is not within or adjacent to any established park or recreation facility. The closest public park is the Minnie Provis Park, which is located approximately 3.0 miles southeast of the proposed project site.

4.16.2 Discussion

a,b) **No Impact.** The proposed project is a bridge replacement project; it would not contribute to an increase in the local population, nor would it increase demand on existing neighborhoods. No additional regional parks would be created as a result of the proposed project. The proposed project would have no impact on the use of existing neighborhood and regional parks and no mitigation measures would be required.

4.16.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to population and housing.

4.16.4 References

Amador County. 2016. Amador County General Plan. Open Space Element. Available: https://www.amadorgov.org/home/showdocument?id=23868. Accessed: 3/5/2020.

4.17 **Transportation**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) 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?	☐	☒	☐	☐

4.17.1 Setting

Old Amador Road is classified as a local road that "provide access to adjacent properties and provide service to travel over relatively short distances as compared to higher order facilities" (Amador County, 2016). Old Amador Road is currently a one-lane, two-directional roadway that extends from Old Route 49 to just north of the project site. Old Amador Road terminates just north of the proposed bridge replacement site at a dirt road that provides access to three residences. Old Road accommodates an ADT of approximately 25 vehicles per day (Caltrans, 2016). Old Amador Road is not a designated bicycle route. The project site is also under the jurisdiction of the Amador County General Plan and Amador County Bicycle Master Plan.

4.17.2 Discussion

a) **Less Than Significant Impact.** The purpose of the proposed project is to provide adequate and safe vehicle access and provide a structure that will meet current design standards for the traffic utilizing this bridge. Old Amador Road dead-ends just beyond the bridge at a dirt road that provides access to three private residences; therefore, Old Amador Road classified as a local Road per the Amador County General Plan Circulation Element (Amador County, 2016).

   Access to the nearby properties is to be maintained through the implementation of an onsite detour, adjacent to and downstream of the existing bridge. The construction contractor for the proposed project would implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding residences. Temporary disruptions to access for residences in the area would be minimized by coordinating construction activities to provide alternative access points and by ensuring that all residences have at least one open driveway during the construction period.

   The proposed project would not conflict with any plan or policy established for measuring the performance of the circulation system. Additionally, the proposed project would not result in long term impacts to traffic access along Old Amador Road. This is a less-than-significant impact and no mitigation measures are required.

b) **Less Than Significant Impact.** CEQA Guidelines Section 15064.3 (b) provides criteria for analyzing transportation impacts. As stated in Section 15064.3(b)(2), transportation projects that reduce, or have no impact on, vehicle miles travelled (VMT) should be presumed to cause a less than significant impact. The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon construction completion. The proposed project is a bridge replacement project would not increase, or decrease future traffic capacity, or create any long-term impact to traffic circulation in the area. Roadway use would continue to be similar as current conditions following the completion of the proposed project along Old Amador Road. No change in traffic patterns, ADT, or VMT would result from the proposed project.

   During construction, Old Amador Road would remain open through the implementation of a temporary onsite detour located adjacent tom and downstream of the existing bridge. This slight shift in traffic would not result in a change in VMT, as it is adjacent to, and parallel with, the existing Old Amador Road alignment.

   Therefore, pursuant to Section 15064.3(b), the proposed project would have a less than significant impacts on transportation and no mitigation measures are required.

c) **Less Than Significant Impact**. One of the primary purposes of the proposed project is to improve safe access to the bridge for pedestrians and vehicles. Traffic hazards would not be increased as a result of the proposed project. The proposed project would have a less than significant impact and no mitigation measures would be required.

d) **Less Than Significant Impact with Mitigation Incorporated.** Traffic congestion and delays may occur during project construction and would result in a reduction of emergency access. These adverse effects can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments, and other emergency service providers. Implementation of **Mitigation Measure TRAF-1** would ensure that traffic disruption impacts are minimized to a less-than-significant level.

4.17.3 Mitigation Measures

Mitigation Measure TRANS-1: Standard Traffic Management Plan. The construction contractor for the proposed project shall implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding residences. Temporary disruptions to access for residences in the area shall be minimized by coordinating construction activities to provide alternative access points and by ensuring that all residences have at least one open driveway during the construction period. Additionally, prior to the start of construction, the contractor shall coordinate with the Amador County Sherriff and Fire departments, California Highway Patrol, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.

4.17.4 References

Amador County. 2016. Amador County General Plan. Circulation Element. Available: https://www.amadorgov.org/home/showdocument?id=23862. Accessed: 3/2/2020

California Department of Transportation (Caltrans). 2016. Caltrans Bridge Inspection Report. Available: https://dot.ca.gov/programs/maintenance/structure-maintenance-investigations. Accessed: 3/2/2020

4.18 **Tribal Cultural Resources**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource 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:				
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 resources to a California Native American tribe.	☐	☐	☒	☐

4.18.1 Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the CRHR or is in included in a local register of historical resources. Pursuant to Public Resource Code [PRC] §2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or a local register of historical resources.
2. A resources determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.
4. A historical resource described in PRC §21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC §21083.2 (g) and (h).

AB 52 went into effect on July 1, 2015 and establishes a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC §§ 21073, 21074, 21080.3, 21084). Once the tribe is notified of the Project, the tribe has 30 days to request consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

The County has taken the lead on AB 52 notification and consultation for the Project. As part of the effort to identify any TCRs that may be within the Project site, a Sacred Lands File search was conducted by the Native American Heritage Commission (NAHC) in February 2018 and found no known TCRs in or near the

Project site. Pursuant to PRC §21080.3, formal notification and invitation to consult letters were sent on behalf of the County to the following tribes or individuals listed in Table 4.18.1 below:

Table 4.18-1. AB52 Contact List Provided by the Native American Heritage Commission

Tribe	Contact Name and Title
Buena Vista Rancheria of Me-Wuk Indians	Rhonda Morningstar Pope, Chairperson
Calaveras Band of Mi-Wuk Indians	Charles Wilson, Chairperson
Calaveras Band of Mi-Wuk Indians	Debra Grimes, Cultural Resources Specialist
Ione Band of Miwok Indians	Crystal Martinez-Alire, Chairperson
Ione Band of Miwok Indians	Randy Yonemura, Cultural Committee Chair
Jackson Rancheria Band of Me-Wuk Indians	Adam Dalton, Chairman
Washoe Tribe of Nevada and California	Darrel Cruz, Tribal Historic Preservation Officer
United Auburn Indian Community	Gene Whitehouse, Chairperson

4.18.1 Discussion

a,b) **Less than Significant Impact.** A search of the NAHC's Sacred Land File and consultation with Native American tribes did not identify any TRC or historical resources in the Project site. There is no evidence to indicate the presence of Native American TCRs in the immediate area that are listed on, or eligible for listing on, the California Register of Historical Resources or a local register of historical resources. Therefore, the Project would result in less-than-significant impact on TCRs, as defined in PRC Section 5020.1(k).

4.18.2 Mitigation Measure

No mitigation measures are required for the proposed project as related to tribal cultural resources.

4.19 **Utilities and Service Systems**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Utilities and Service Systems – 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 relation 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 that would 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?	☐	☐	☒	☐

4.19.1 Setting

The proposed project area is served by privately-owned septic systems for wastewater treatment; Amador County does not provide wastewater treatment to unincorporated areas of the County. Stormwater drainage at the project site and surrounding area is collected in roadside drainages and generally deposits directly into Rancheria Creek. Potable water services within the project vicinity are served by privately-owned wells; Amador County does not provide water services to unincorporated areas of the County.

Solid waste services within the project vicinity are provided by ACES Waste Services, Inc. located at 6500 Buena Vista Road, Ione, CA 95640 (ACES Waste, 2020; Amador County, 2015). Pacific Gas & Electrical Company (PG&E) provides electricity and natural gas services to the County (Amador County, 2015). Telecommunications services at the project site are provided by AT&T and Comcast (Amador County, 2015).

4.19.2 Discussion

a) **No Impact**. The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards.

Old Amador Road would continue to be a local road per the County General Plan. There are no known overhead, surface, or buried utilities present at the project site. The proposed project would not require the relocation, expansion, or construction of electrical or other utility facilities at the project site. The proposed project would have no impact.

The proposed project would not substantially increase the amount or rate of stormwater runoff such that new or expanded stormwater facilities would be needed at the project site. The proposed project would not generate wastewater and therefore would not require the construction of additional wastewater or water treatment facilities. The proposed project would have no impact.

b) **Less Than Significant Impact.** The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Old Amador Road would continue to be a local road per the County General Plan. The proposed project would not use water for operational uses; therefore, no water supplies would be depleted as a result of the proposed project.

   Non-potable water use would be required for fugitive dust control during the construction of the proposed project. See the Section 4.3, Air Quality Section, for more information regarding fugitive dust control BMPs. Water for dust control is typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur throughout the project construction period and would cease upon construction completion. The proposed project would have less than significant impact on water supplies available to serve the project site.

c) **No Impact.** The proposed project would construct a new bridge and associated roadway improvements, and then demolish and remove the existing Old Amador Road bridge over Rancheria Creek. The proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. There would be no impact and no mitigation measures are required.

d,e) **Less Than Significant Impact.** The proposed project would generate waste from construction activities and bridge demolition; however, the proposed project would not result in long-term demands for solid waste disposal services. The Contractor would removal all construction waste per Caltrans standard specification and solid waste generation at the project site would cease upon completion of proposed project construction.

   The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, including compliance with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies.

   The proposed project's impact on solid waste generation would be less than significant and no mitigation measures are required. In addition, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste; therefore, proposed project impacts are less than significant and no mitigation measures are required.

4.19.3 Mitigation Measures

No mitigation measures are required for the proposed project as related to utilities and service systems.

4.19.4 References

ACES Waste, 2020. ACES Waste Services Inc. Services. Available: http://aceswaste.com/. Accessed September 4, 2020.

Amador County, 2015. AMADOR COUNTY HOUSING ELEMENT UPDATE 2014 – 2019. Available: https://www.amadorgov.org/home/showdocument?id=25592. Accessed September 4, 2020.

4.20 **Wildfire**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wildfire – If located in or near sate responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

4.20.1 Setting

Fire protection services at the project site are provided by the Amador Fire Protection District (AFPD), Sutter Creek Fire Protection District (SCFPD), and California Department of Forestry and Fire Protection (CAL FIRE). The AFPD is responsible for emergency fire, rescue, and medical aid service in approximately 85% of the unincorporated area of Amador County. The SCFPD is responsible for the City of Sutter Creek, Amador City, and an area of unincorporated territory west of Amador City. Through an automatic aid agreement, both the AFPD and the SCFPD provide local fire protection services to the proposed project area, such as responding to structural fires and providing emergency medical services. CAL FIRE provides wild land fire services in and the County and is responsible for the protection of state responsibility area (SRA) lands in the project area (Amador County LAFCO, 2014; Amador County, 2016).

The AFPD operates 4 of their 7 fire stations full time and has approximately 30 paid staff and 20 volunteer fire firefighters. The SCFPD Fire Station operates 3 fire stations and has approximately 6 paid staff and 12 volunteer firefighters (Amador County, 2014; Amador County, 2016). The closest local fire station to the proposed project site is located approximately 2.3 miles to the southeast and is the SCFPD fire station at 350 Hanford Street, Sutter Creek, CA. The closest AFPD fire station to the project site is AFPD station 122, which is located approximately 4 miles north of the project site. The closest CAL FIRE station to the project site is the Sutter Hill Fire Station, located approximately 4 miles southeast of the project area.

The proposed project is located primarily within the local responsibility area (LRA) of Amador City, but is also partially located within the SRA north of the existing Old Amador Road bridge. The LRA at the project site is designated as a non-very high fire hazard severity zone (Non-VHFHSZ), while the SRA at the project site is designated as a moderate fire hazard severity zone (CAL FIRE, 2007; CAL FIRE, 2008).

4.20.2 Discussion

a) **Less Than Significant Impact with Mitigation Incorporated**. The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon construction completion. The proposed project would not increase capacity along Old Amador Road and not increase traffic and congestion within the project area. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as Old Amador Road operations would be similar to existing conditions. Therefore, the proposed project would have no impact to emergency response plans or emergency evacuation plans upon the completion of construction.

   Access along Old Amador Road would be maintained during construction through the use of a temporary onsite detour that would be placed west of and adjacent to the existing bridge. Intermittent lane closures and one-way traffic control are anticipated to transition traffic to the onsite detour and complete construction of the proposed project. These intermittent lane closures and traffic control would result in minor traffic delays and temporary impacts to circulation; however, it is not anticipated to significantly interfere with an emergency response plan or emergency evacuation plan. The proposed project would be coordinated with the AFPD, SCFPD, CAL FIRE, Amador County Sheriff's Office, and Amador County Unified School District, through a standard Construction Period Emergency and School Access Plan, as required under **Mitigation Measure TRAF-1**. The implementation of **Mitigation Measure TRAF-1** would ensure that the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

b,c) **Less Than Significant Impact with Mitigation Incorporated.** The project site slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the project site, and surrounding area to pollutant concentrations from a wildfire, or the uncontrolled spread of wildfire, would be similar to existing conditions upon construction completion. Therefore, the proposed project would have no impact in this regard.

   Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Implementation of **Mitigation Measure FIRE-1** would reduce the potential for construction activities to result in severe fires by requiring fire-safe construction and maintenance practices. Impacts would remain less than significant after implementation of mitigation measures.

d) **Less Than Significant Impact.** The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon construction completion. The proposed project would not increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risks. During construction, construction workers would be present on site; however, this increase in workers would be temporary in nature as it would last approximately seven months. The risks associated with runoff, slope instability, and drainage changes within the project site during construction would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact in this regard and no mitigation measures are required.

4.20.3 Mitigation Measures

Implement **Mitigation Measure TRAF-1**, as described in Section 4.17, Transportation, above.

Mitigation Measure FIRE-1: Fire Safety Plan. Prior to the start of construction, the contractor shall coordinate with the Amador County Fire Protection District, Sutter Creek Fire Protection District, and CAL FIRE to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following:

6. All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order.
7. Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition.
8. Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials.
9. Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats.
10. Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.

4.20.4 References

Amador County Local Agency Formation Commission (Amador County LAFCO). 2014. Municipal Service Review for Amador County. Chapter 27. Sutter Creek Fire Protection District. Available: https://www.amadorgov.org/government/lafco/municipal-services-review/final-msr-2014. Accessed: 3/5/2020.

Amador County. 2016. Amador County General Plan. Safety Element. Available: https://www.amadorgov.org/departments/planning/general-plan-update-draft-environmental-impact-report-and-draft-general-plan. Accessed: 3/5/2020.

4.21 **Mandatory Findings of Significance**

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance –				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.21.1 Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects are analyzed below.

4.21.2 Discussion

a) **Less Than Significant Impact with Mitigation**. Per the impact discussions in the Aesthetics, Biological, Cultural Resources, Hazardous Material, Hydrology/Water Quality, Noise, Transportation and Wildfire, the potential of the proposed project to substantially degrade the environment or eliminate major periods of California history or prehistory would be less than significant with incorporated **Mitigation Measures AES-1, BIO-1** through **BIO-8, CUL-1** through **CUL-2, HAZ-1** through **HAZ-4, WQ-1** through **WQ-6, NO-1, TRANS-1** and **FIRE-1**.

b) **Less Than Significant Impact.** The proposed project is located in Amador County. The purpose of the proposed project is to provide adequate and safe public access that is consistent with County, FHWA, AASHTO, and Caltrans design criteria and standards. The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon

construction completion. The impacts of the proposed project would occur during construction and would cease upon completion, as discussed in Section 4.1 through 4.20, above. These impacts would be site specific and would be mitigated to less than significant levels. No other projects are proposed that would overlap or interact with the proposed project. Therefore, the proposed project would not be cumulatively considerable and no mitigation measures are required for cumulative impacts.

c) **Less Than Significant Impact with Mitigation.** The proposed project would remove the existing bridge along Old Amador Road over Rancheria Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon construction completion. The proposed project would not cause substantial adverse effects on human beings. As discussed in the Public Services, Utilities and Service Systems, and Wildfire sections, the potential impacts to human beings during construction would be mitigated to a less than significant level. Effects related to aesthetics, biological resources, cultural resources, hazards and hazardous materials, noise, public services, transportation and traffic are discussed above, and would be temporary in nature and would incorporate mitigation measures. Impacts would be less than significant with the incorporation of mitigation measures.

4.21.3 Mitigation Measures

Implement **Mitigation Measures AES-1, BIO-1** through **BIO-8, CUL-1** through **CUL-2, HAZ-1** through **HAZ-4, WQ-1** through **WQ-6, NO-1, TRANS-1** and **FIRE-1**.

5 LIST OF PREPARERS AND REVIEWERS

This Draft IS/MND was prepared by Drake Haglan and Associates (DHA) in cooperation with the other members of the environmental study team. DHA was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

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