

Draft

Bell Road Bridge Replacement Project

Initial Study/Mitigated Negative Declaration



2021

..... Draft

Bell Road Bridge Replacement Project Initial Study/Mitigated Negative Declaration

**Amador County, California
Fiddletown 7.5-Minute Quadrangle
Township 08N, Range 10E, Section 14**

Submitted to:

Amador County Department of Transportation and Public Works
810 Court Street,
Jackson, CA 95642
(209)223-6429

Prepared by:

Dewberry | Drake Haglan
11060 White Rock Road, Suite 200
Rancho Cordova, CA 95670
916.363.4210

° **2021**

ACRONYMS AND ABBREVIATIONS

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

AASHTO	American Association of State Highway and Transportation Officials
ac	acre(s)
BMP	Best Management Practices
BSA	Biological Study Area
Cal-IPC	California Invasive Plant Council (previously California Exotic Pest Plants Council [CalEPPC])
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
Corps	U.S. Army Corps of Engineers
CRLF	California red-legged frog
CWA	Clean Water Act
CDFW	California Department of Fish and Wildlife
DHA	Drake Haglan and Associates
DPS	Distinct Population Segment
EFH	Essential Fish Habitat
ESU	Evolutionarily Significant Unit
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FYLF	Foothill Yellow-Legged Frog
GIS	Geographic Information Systems
MBTA	Migratory Bird Treaty Act
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NFH	National Fish Hatchery

NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
OHWM	ordinary high water mark
PFMC	Pacific Fishery Management Council
PIA	Project Impact Area
ppt	parts per trillion
ROW	right-of-way
RSP	Rock slope protection
RWQCB	Regional Water Quality Control Board
SSC	California Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
UCR	Upper Cosumnes River
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WPT	Western pond turtle

EXECUTIVE SUMMARY

Amador County (County) proposes to replace the existing single lane Bell Road Bridge (Bridge No. 26C-0026) over Big Indian Creek with a new one-lane bridge (proposed project) that will meet current applicable County, American Association of State Highway and Transportation Officials (AASHTO) and Caltrans design standards. The proposed project is situated approximately 4 miles north of the City of Plymouth and east of Highway 49. The general setting is rural and forested woodlands. The bridge currently carries vehicular traffic over Big Indian Creek.

The Draft Initial Study/Mitigated Negative Declaration was submitted to the State Clearinghouse on Friday, August 13, 2021 for a 30-day public review period that will end on Monday, September 13, 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 recreation.
- The Project would have a less-than-significant impact on aesthetics, geology and soils, hydrology and water quality, utilities and service systems, agriculture and forestry resources, greenhouse gas emissions, land use and planning, population and housing, air quality, energy, and mineral resources.
- The proposed project would have a less-than-significant impact, once mitigation measures are implemented, on biological resources, noise, cultural resources, transportation, public services, wildfire and hazards and hazardous materials.
- 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?	Less than Significant	No mitigation measures are required.	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?	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
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	<p>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. In addition, these measures also protect foothill yellow-legged frog and western pond turtle:</p> <ul style="list-style-type: none"> 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 Big Indian Creek, a Service-approved biologist will survey the project area for CRLF. All vegetation scheduled for removal in the riparian habitat and Big Indian 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 Big Indian 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
		<p>The fencing shall be installed after initial clearing of vegetation but prior to any further work on the Project.</p> <ul style="list-style-type: none"> • 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 Big Indian 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, sandbags, 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 Big Indian 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
		<p>questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.</p> <ul style="list-style-type: none"> Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate. <p>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:</p> <ul style="list-style-type: none"> 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. <p>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 February 1st to August 31st breeding season, there will be no need to conduct a preconstruction survey for active nests.</p> <ul style="list-style-type: none"> If construction is scheduled to begin between February 1st and August 31st, 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. 	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> 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 February 1st and August 31st, 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. <p>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.</p> <p>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 considering 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.</p> <p>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 big-scale balsamroot and Red Hills soaproot) 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,</p>	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		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 (CFGC 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	<p>Mitigation Measure BIO-7: Implement Riparian Habitat Avoidance and Compensation Measures. The County shall implement the following riparian habitat avoidance and compensation measures:</p> <ul style="list-style-type: none"> 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 	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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 include performance standards for revegetation that will ensure successful restoration of the riparian areas.</p> <ul style="list-style-type: none"> 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. <p>Mitigation Measure BIO-8: 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</p>	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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:</p> <ul style="list-style-type: none"> • 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 Big Indian 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 2021. 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. <p>Revegetate disturbed areas in a timely manner to control erosion.</p>	
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 and BIO-8.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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, such 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?	Less than Significant	No mitigation measures are required.	Less than Significant
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant	<p>Mitigation Measure CUL-1: CA-AMA-413H Enterprise Townsite. The County shall implement the following measure during project construction:</p> <ul style="list-style-type: none"> A pre-construction meeting shall be conducted by a professional archaeologist meeting the qualifications outlined in the Secretary of the Interior's Professional Qualification Standards for archaeology to educate construction contractors about the potential for encountering archaeological resources and the next steps if a resource is discovered. Archaeological monitoring for all earth moving shall be completed by a professional archaeologist meeting the qualifications outlined in the Secretary of the Interior's Professional Qualification Standards for archaeology. If historic-period archaeological deposits are discovered during project construction activities at any location within the APE, all work within 25 feet of the discovery shall be redirected and the archaeologist shall assess 	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery.</p> <p>Impacts to archaeological deposits should be avoided by project activities, but if such impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposits are not California Register-eligible, no further protection of the finds is necessary. If the deposits are California Register-eligible, they shall be protected from project-related impacts or such impacts mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.</p> <p>Mitigation Measure CUL-2: 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.</p> <p>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.</p> <p>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.</p> <p>Mitigation Measure CUL-3: Halt Work if Human Skeletal Remains are Identified during Construction. If human skeletal remains are uncovered during project</p>	

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		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.	
Disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	Implement Mitigation Measure CUL-3.	Less than Significant
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	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
Geologist for the area or based on other substantial evidence of a known fault?			
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 landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant	No mitigation measures are required.	Less than Significant
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?	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?	Less than Significant	No mitigation measures are required.	Less than Significant
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may	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
have a significant impact on the environment?			
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 hazardous materials into the environment?	Potentially Significant	<p>Mitigation Measure HAZ-1: <i>Development of a Health and Safety Plan (HASP).</i> A HASP shall be developed for the 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.</p> <p>Mitigation Measure HAZ-2: <i>Asbestos and Lead Containing Materials.</i> A California-licensed abatement contractor will conduct a survey for lead containing materials prior to demolition (including concrete elements) and contractor will submit a National Emission Standard for Hazardous Air Pollutants (NESHAP) notification. Per Section 14-9.02 of the asbestos NESHAP regulation, all “demolition activity” requires written notification even if there is no asbestos present. This notification should be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity.</p> <p>If lead containing materials are found, the following will be required:</p> <ul style="list-style-type: none"> • Building materials associated with paint on structures, and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with SSP 14-11.13 and other federal and state regulations for hazardous waste. • A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed 	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially-deposited lead: SSP 7-1.02K (6)(j)(iii) – Earth Material Containing Lead.</p> <ul style="list-style-type: none"> A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the Project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with SSP 14-11.12. 	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	No mitigation measures are required.	No Impact
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-2	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 PUB-1.	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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?	Less than Significant	No mitigation measures are required.	Less than Significant
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 of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant	No mitigation measures are required.	Less than Significant
iv. Impede or redirect flood flows?	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
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?	Less than Significant	No mitigation measures are required.	Less than Significant
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
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	<p>Mitigation Measure NO-1: The following control measures shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction:</p> <ul style="list-style-type: none"> 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 	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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.).</p> <ul style="list-style-type: none"> Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact. Turn off idling equipment. 	
Generate excessive groundborne vibration or groundborne noise levels?	Less than Significant	No mitigation measures are required.	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?	Less than Significant	No mitigation measures are required.	Less than Significant
Population and Housing			
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)?	Less than Significant	No mitigation measures are required.	Less than Significant
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	Potentially Significant	Mitigation Measure PUB-1: Construction Period Emergency Access Plan. Prior to the start of construction, the contractor shall coordinate with the City of West Sacramento Sheriff and Fire departments and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan shall identify phases of	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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?		the Project and construction scheduling and shall identify appropriate alternative emergency access routes.	
ii. Police protection?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
iii. Schools?	Less than Significant	No mitigation measures are required.	Less than Significant
iv. Parks?	Less than Significant	No mitigation measures are required.	Less than Significant
v. Other public facilities?	Less than Significant	No mitigation measures are required.	Less than Significant
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
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

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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: <i>Standard Traffic Management Plan</i>. The construction contractor for the Project shall implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding properties. Implement Mitigation Measure PUB-1.	Less than Significant
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)?	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
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?	Less than Significant	No mitigation measures are required.	Less than Significant
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?	Less than Significant	No mitigation measures are required.	Less than Significant
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or	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
otherwise impair the attainment of solid waste reduction goals?			
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 TRANS-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	<p>Mitigation Measure FIRE-1: Fire Safety Plan. Prior to the start of construction, the contractor shall coordinate with the Amador County 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:</p> <ol style="list-style-type: none"> 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. 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. 	Less than Significant
Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)	Potentially Significant	Implement Mitigation Measure FIRE-1	Less than Significant

Potential impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post-fire 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 BIO-1 through BIO-8, CUL-1 through CUL-3, HAZ-1 through HAZ-2, NO-1, PUB-1, TRANS-1 and FIRE-1.	Less than Significant
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?	Less than Significant	No mitigation measures are required.	Less than Significant

TABLE OF CONTENTS

Acronyms and Abbreviations	iii
Executive Summary	v
1 Introduction	1
2 Project Description	5
2.1 Existing Conditions	5
2.2 Purpose and Need	5
2.3 Proposed Project	5
2.4 Permits and Approvals Needed	7
3 Environmental Factors Potentially Affected	9
3.1 Determination:	9
4 Environmental Checklist	10
4.1 Aesthetics	10
4.2 Agriculture and Forestry Resources	13
4.3 Air Quality	15
4.4 Biological Resources	19
4.5 Cultural Resources	29
4.6 Energy	33
4.7 Geology and Soils	35
4.8 Greenhouse Gas Emissions	38
4.9 Hazards and Hazardous Materials	40
4.10 Hydrology and Water Quality	44
4.11 Land Use and Planning	48
4.12 Mineral Resources	50
4.13 Noise	52
4.14 Population and Housing	57
4.15 Public Services	59
4.16 Recreation	62
4.17 Transportation	63

4.18	Tribal Cultural Resources	66
4.19	Utilities and Service Systems	68
4.20	Wildfire.....	71
4.21	Mandatory Findings of Significance	74
5	List of Preparers and Reviewers.....	75
Figures		
	Figure 1-1. Regional Location.....	2
	Figure 1-2. Project Location	3

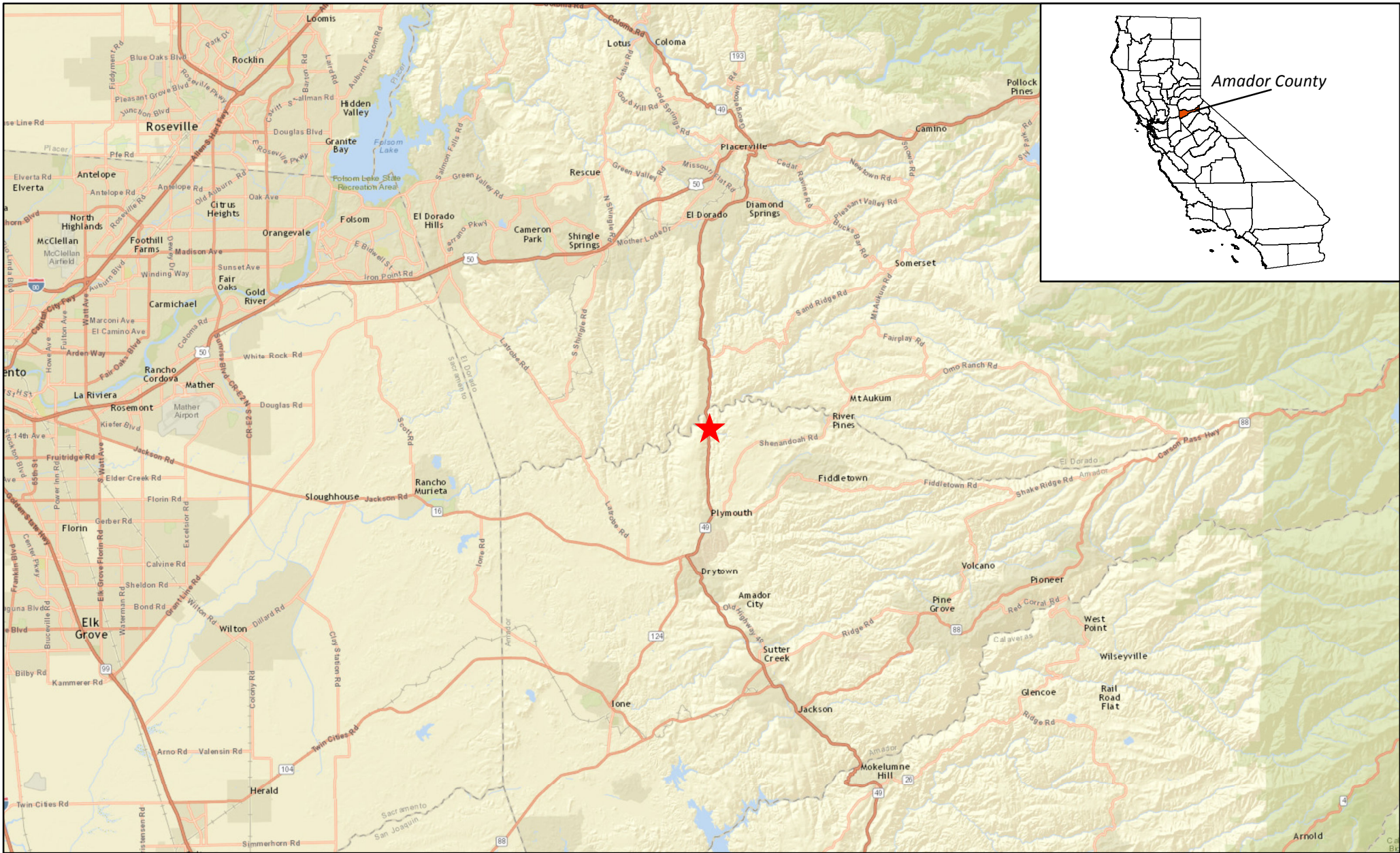
INITIAL STUDY

- | | |
|---|---|
| 1. Project Title: | Bell Road Bridge (Bridge No. 26C-0026)
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: | Bell Road, approximately 0.15 miles east of State
Highway 49, Plymouth, Amador County |
| 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 – General |
| 7. Zoning Designation(s): | R1A – Single Family Residential |

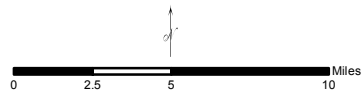
1 INTRODUCTION

Amador County (County) proposes to replace the existing single lane Bell Road Bridge (Bridge No. 26C-0026) over Big Indian Creek with a new one-lane bridge (proposed project) that will meet current applicable County, American Association of State Highway and Transportation Officials (AASHTO) and Caltrans design standards. The proposed project is situated approximately 4 miles north of the City of Plymouth and east of Highway 49 (**Figure 1-1**). The general setting is rural and forested woodlands. The bridge currently carries vehicular traffic over Big Indian Creek (**Figure 1-2**).

Since this project is being funded by the Highway Bridge Program, the County is serving as the lead agency under the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration (IS/MND) will address all the potential impacts of the proposed project and identify any feasible mitigation measures. Caltrans is the National Environmental Policy Act (NEPA) lead agency for the proposed project under the NEPA delegation agreement with the Federal Highway Administration (FHWA). Compliance with NEPA will be conducted by Caltrans under a separate process.



Project Location



Source: ESRI Online Basemap, World Street Map, County of Amador
 Coordinate System NAD 83 State Plane California II FIPS
 0402 Feet
 Notes: This map was created for informational and display purposes only

Project Name:

Bell Road Over Big Indian Creek
 Bridge (26C-0026) Replacement Project
 Amador County, California

Regional Locator Map

**Figure
1-1**



Legend



Project Impact Area



Proposed Road Alignment



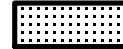
Staging Areas



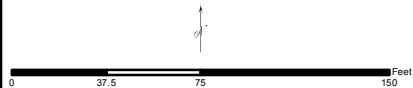
Proposed Bridge



Temporary Detour



Rock Slope Protection



Source: ESRI Online Basemap, Aerial Imagery, County of Amador
Coordinate System NAD 83 State Plane California II FIPS
0402 Feet
Notes: This map was created for informational and display purposes only

Project Name:

Bell Road Over Big Indian Creek
Bridge (26C-0026) Replacement Project
Amador County, California

Project Impact Area and
Project Details

Figure
1-2

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 cast-in-place pre-stressed concrete slab with a span length of 52 feet – 6 inches and a width of 19 feet – 4 inches. The roadway at the bridge will conform to the existing roadway at approximately 400 feet from each side of the bridge. The new bridge would accommodate one 11-foot-wide travel lane and two 2-foot-wide shoulders. The new bridge will be constructed on its current alignment which will require the construction of a temporary detour so that the existing bridge can be removed and replaced.

2 PROJECT DESCRIPTION

2.1 Existing Conditions

Constructed in 1925, the existing bridge is a two-span bridge with a length of 36 feet. The one-lane bridge is on a narrow winding roadway with a relatively steep roadway approach alignment to the northeast. The existing bridge is a continuous two-span cast-in-place concrete slab with six lines of inverted steel “I” girder stringers built up with ¼” steel plates. The “I” girders are embedded into the concrete slab and the top flange has been torched off. The steel girders are also embedded into the reinforced concrete pier and abutments. The bridge foundations are unknown. The roadway is classified as a local road and primarily provides access to Highway 49. The Average Daily Traffic across the structure is 32 vehicles per day.

2.2 Purpose and Need

The existing structure is structurally deficient and functionally obsolete. The bridge deck and railings are both in need of replacement and the foundations have scoured undermining the integrity of the footings. The proposed project is needed to replace a deficient bridge and meet current design standards.

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 will be a cast-in-place pre-stressed concrete slab with a span length of 52 feet – 6 inches and a width of 19 feet – 4 inches. The roadway at the bridge will conform to the existing roadway at approximately 400 feet from each side of the bridge. The new bridge would accommodate one 11-foot-wide travel lane and two 2-foot-wide shoulders. The new bridge will be constructed on its current alignment which will require the construction of a temporary detour so that the existing bridge can be removed and replaced.

2.3.1 Utility Relocation

There is an existing underground phone line that is placed in a conduit along the downstream edge of the existing bridge. This utility will need to be temporarily relocated during construction and then provided a permanent conduit through the new structure.

2.3.2 Right-of-Way Acquisitions

Right of way acquisition and a temporary easement may be needed for one parcel, APN 007.-010-031. The proposed project may need to acquire up to 0.2 acres for the permanent structure, and up to 0.50 acres for the temporary construction easement and staging area. The proposed project may also need to acquire construction easements for APN 007-041-501 for construction staging.

2.3.3 Temporary Detour and Channel Work

The detour for this bridge location is over 10 miles long, on a small rural road with a speed limit of 30 miles per hour. Due to the excessive length of the detour route, a temporary creek crossing would be installed adjacent to the bridge site as the project detour.

The temporary detour would involve placing geotextile fabric on the creek bottom, then a pipe culvert, several feet in diameter would be placed running the full width of the detour roadway in-line with the natural flow of the path channel. The fabric and pipe would then be covered with road base compacted in lifts to approximately one foot above the top of the pipe culvert. The surface of the temporary detour route may be compacted road base or asphalt. The detour would be removed at the conclusion of bridge construction.

Within the active channel, the existing bridge abutments, piers, and wingwalls will be completely removed. Two of the wingwalls have separated from the structure and washed downstream. This existing bridge debris would be removed from the channel by the proposed project. Upon construction of the new bridge and wing walls, the slopes will be protected with rock slope protection to prevent future scour of the bridge foundation elements. The center pier and foundation would be removed, improving the hydraulic capacity of the channel at this location.

2.3.4 Construction Activities

The construction staging areas would be located on the southwest side of Bell Road. The annual grassland and berry bush areas would be cleared to allow equipment; however, no trees would be removed from these areas. High visibility construction fencing would be placed around the trees at the dripline in order to prevent damage from construction equipment.

Construction would consist of the following activities:

- Removing trees
- Clearing and grubbing
- Earthwork grading
- 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
- Placing post construction erosion control, native grass seeds, and mulch

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

Table 1. Construction Equipment

Equipment	Construction Purpose
backhoe	soil manipulation + drainage work
bobcat	fill distribution
bulldozer / loader	earthwork construction + clearing and grubbing
Crane	placement of precast girders
dump truck	fill material delivery
excavator	soil manipulation
front-end loader	dirt or gravel manipulation
grader	ground leveling
haul truck	earthwork construction + clearing and grubbing
roller / compactor	earthwork construction
truck with seed sprayer	Permanent erosion control
water truck	earthwork construction + dust control

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 2023 calendar year and would begin in March. All work within Big Indian Creek would be conducted during the permitted in-water work window, which is typically June 1st to October 31st.

2.4 Permits and Approvals Needed

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

Table 2-1. 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 release of MND
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Application to follow release of MND

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Permit application to follow CEQA/NEPA process
U.S. Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species	Natural Environment Study Report (NES) and Biological Assessment (BA) prepared as basis for informal consultation
Central Valley Regional Water Quality Control Board	General construction activity stormwater discharge permit	File Notice of Intent and prepare Stormwater Pollution Prevention Plan (SWPPP) required prior to construction

4 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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

3.5 Determination:

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

Mark Hopkins
Printed Name

8/12/21
Date

Amador County
For

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, Bell Road, approximately 0.15 miles east of State Highway 49, Plymouth, Amador County.

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 Ebbetts Pass 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 proposed project site is located across Big Indian Creek and is surrounded by oak woodland forests and mixed chaparral. The proposed project area is composed of oak woodland, Big Indian 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 (oak woodland, creek, and road/bridge). The proposed bridge and approach work would be constructed in the same general location and similar in scale as the existing bridge. 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 proposed project is located approximately 250 feet away from State Highway 49, which is an eligible, although not designated, State Scenic Highway. The proposed project is located on a county road that does not connect to State Highway 49, and views between the Highway and the proposed project site would remain screened by rolling topography and existing trees. Approximately five trees would be removed during project construction to accommodate new roadway approaches, and these trees would be replaced at a ratio consistent with local and Caltrans policy. Therefore, a less than significant impact would occur.
- c) **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 proposed project area. The proposed project would not interrupt land use diversity with addition of new land uses. The proposed bridge would be slightly longer and wider in scale than the existing bridge and maintain a similar alignment.

The nearest sensitive receptors are two residences located approximately 100 feet and 750 feet away from the proposed project site. Residential views toward the project site would remain partially screened by existing trees; however, viewers may be temporarily exposed to visual changes related to construction disturbance and staging, such as clearing and grading at the proposed project site. Any new cuts and fills would be contoured to smoothly transition into existing grades and to mimic adjacent landforms. Also, any area disturbed during construction would be revegetated with native and appropriate vegetation to minimize erosion and visual contrast with existing vegetation. Construction of the proposed project is anticipated to take approximately 7 months to complete. Visual environment of the proposed project site after construction would be similar to that of the existing corridor. No other sensitive roadway viewers would be affected by the proposed project. 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 the 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 proposed project and the proposed project would be constructed with similar bridge structure and scale. These changes in views would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, this would be a less than significant impact.

- d) **No Impact.** The proposed 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 proposed project site. The proposed project would not result in any changes that would introduce new sources of light and glare (i.e., billboards, streetlamps, security lighting, etc.) to the vicinity of the proposed 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

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

4.1.4 References

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Setting

The California Land Conservation Act (Williamson Act) was established after World War II when valuable farmland was rapidly converted to urban use due to pressure from continuous population growth. The Williamson Act provides tax relief to landowners who participate in the program with the condition that their land will not be developed. The Farmland Mapping and Monitoring Program was established in 1982 to assess the location and quantity of agricultural lands, and the conversion of these lands over time. This information is used to assist with decision making and planning regarding California's agricultural lands.

According to the California Department of Conservation's Farmland mapping and Monitoring Tool (FMMP), the proposed 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 proposed project site. There are no lands zoned as timberland within the proposed project vicinity (CDOC, 2020).

4.2.2 Discussion

- a) **No Impact.** The Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) designates the proposed project site as "Grazing 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 of loss of farmland resulting from the proposed project.
- b) **Less than Significant Impact.** The land use designation for the proposed project site is Agricultural – Upland. The proposed project is a bridge replacement that would occur mostly within the existing right-of-way. Land acquisition resulted from the proposed project is expected to be minimal. In addition, there is no land in the proposed project site listed under the Williamson Act according to the Department of Conservation. The proposed project would not result in any impacts to any lands covered by a Williamson Act contract. There is a less than significant impact and no mitigation measures are required.
- c) **No Impact.** The proposed project site consists of a single-lane bridge crossing a creek. Land uses surrounding the proposed project site are designated as Agricultural – Upland, which would be combined into a revised Agricultural – General designation and classified as lands designated for the range of agricultural activities currently permitted. The proposed project site is not within an area zoned for forest land or timberland. There is no impact.
- d) **No Impact.** As discussed in item (c), the proposed project is not located in an area zoned for forest land or timberland. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land. There is no impact and no mitigation measures are required.
- e) **No Impact.** As discussed above in (a) through (d), no 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 the adjacent agricultural lands. There is 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: September 4, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 4.3-1** provides information on the NAAQS and CAAQS thresholds.

Table 4.3-1 NAAQS and CAAQS

Pollutant	NAAQS		CAAQS	
	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 average 3-month	0.15 µg/m³	1.5 hour	0.15 µg/m³
Nitrogen dioxide (NO₂)		1 hour	100 ppb	1 hour	0.18 ppm
		1 year	53 ppb	Annual mean	0.030 ppm
Ozone (O₂)		8 hours	0.070 ppm	8 hours	0.09 ppm
				1 hour	0.070 ppm
Particulate matter (PM)	1 year 24 hours	1 year	12.0 µg/m³	Annual mean	12.0 µg/m³
		24 hours	35 µg/m³	n/a	n/a
	24 hours	24 hours	150 µg/m³	24 hours	50 µg/m³
				Annual mean	20 µg/m³
Sulfur dioxide (SO₂)		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/m³
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) **Less than Significant Impact.** The proposed project is located in unincorporated Amador County within the Amador County Air Pollution Control District (ACAPCD). The ACAPCD is part of the Mountain County Air Basin (MCAB). The role of ACAPD 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 (NAAQS) and California Ambient Air Quality Standards (CAAQS). 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 Bell 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 not increase long-term traffic levels and there would be no operational impacts to air quality. Therefore, the proposed project would not conflict with the region's air quality management plans and would be considered a less-than-significant impact.

- b) **Less than Significant Impact.** 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.

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 December 2015, Amador County is designated an *unclassified* for the PM₁₀ NAAQS.

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:

- 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 increase long-term traffic levels, and therefore would not result in increased capacity or additional vehicle trips. 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 (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 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: March 3, 2020.
- CARB. 2019. Amador APCD List of Current Rules. Available: <https://ww3.arb.ca.gov/drdb/ama/cur.htm>. Accessed: March 3, 2020.
- Environmental Protection Agency (EPA). 2020. Nonattainment Areas for Criteria Pollutants (Green Book). Available: <https://www.epa.gov/green-book>. Accessed: March 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Setting

Data Sources/Methodology

The Bell Road at Big Indian Creek Bridge Replacement Natural Environment Study (NES) and Biological Assessment (BA) was 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 in 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, mixed riparian, riverine intermittent, and urban (developed). Big

Indian Creek is the primary aquatic feature within the project site and is a potential Sacramento-San Joaquin foothill/valley ephemeral stream. In addition, the valley foothill riparian habitat 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. Bell Road is a paved, east-west road in the survey area. A private gravel driveway and gravel turnout at the intersection of the driveway and Bunker Hill road occurs in the northeast portion of the survey area and a short segment of a private gravel driveway entrance occurs near the southern end.

Big Indian Creek is an intermittent drainage that flows west through the center of the PIA. Big Indian Creek is mapped as an intermittent stream on the USGS Fiddletown CA 7.5' Quadrangle. Big Indian Creek is classified as a freshwater forested/shrub wetland on the National Wetlands Inventory (NWI) online wetlands mapper. Hydrology for Big Indian Creek originates east of and outside of the PIA. Big Indian Creek is a tributary to the Cosumnes River, which drains into the Mokelumne River. When water is flowing in Big Indian Creek, it appears that the majority of the creek in the PIA consists of an equal mix of shallow riffles and deep runs. The deepest runs in Big Indian Creek obtain a maximum depth of approximately four feet during high spring flows. Substrate within Big Indian Creek is dominated by small boulders, bedrock, cobbles, and vegetated silt.

Valley foothill riparian habitat occurs along and within the ordinary high-water mark (OHWM) of Big Indian Creek. Characteristic species that comprise the upper story of riparian habitat within the project site include black willow (*Salix gooddingii*), Fremont cottonwood (*Populus fremontii*), and valley oak (*Quercus lobata*). The understory consists of dense shrubs and herbaceous species, including Himalayan blackberry, mugwort (*Artemisia douglasiana*), wild parsnip (*Pastinaca sativa*), and stinging nettle (*Urtica dioica*). 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.

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

There are no CNDDDB records within 1 mile of the PIA 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 1.7 miles northeast of the project site in El Dorado County. 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 half years found that the majority (69%) of CRLF 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 ft from breeding habitat. The furthest distance traveled was 0.87 miles (straight-line). Based on this information, this recorded observation is located outside the known dispersal range of the PIA. The PIA 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 boylei*);
- Western Pond Turtle (WPT; *Emys marmorata*);
- Coast Horned Lizard (*Phrynosoma blainvillii*);
- Pallid bat (*Antrozous pallidus*);
- Big-Scale Balsamroot (*Balsamorhiza macrolepis*);
- Red Hills soaproot (*Chlorogalum grandiflorum*)

4.4.2 Discussion

- a) **Less than Significant with Mitigation Incorporated.** The proposed project has potential habitat for California red-legged frog (CRLF; *Rana draytonii*).

Big Indian Creek 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. Several ponds that occur on adjacent properties provide the deep, slow-moving habitat needed for CRLF breeding. There are no other aquatic features within 1 mi of the PIA that would provide suitable aquatic breeding or non-breeding habitat. Although portions of the Cosumnes River are within 1 mi of the project site, it does not provide suitable habitat as its banks are too steep and the flows are too high and fast. Although unlikely, the project site could provide dispersal habitat for CRLF. CRLF were not observed during the biological field surveys.

As mentioned above, the closest known record of CRLF is located 1.7 miles northeast of the project site in Eldorado 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 half years found that the majority (69%) of CRLF 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). The closest known record is located well outside the dispersal range of the proposed project site.

The project site 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 (1.7 miles to the northeast), and the lack of evidence that CRLF occur within one mile of the 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 Big Indian 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 Bell 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 with Mitigation Incorporated.** Big Indian Creek comprises approximately 0.09 acres of Sacramento-San Joaquin Foothill/Valley Ephemeral Stream habitat and has a valley foothill riparian forest corridor of approximately 0.72 acres within the project site. Sacramento-San Joaquin Foothill/Valley Ephemeral Stream is considered to be a sensitive natural community, by CDFW, however its global rank has not yet been assessed. 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 0.32 acres of Sacramento-San Joaquin Foothill/Valley Ephemeral Stream habitat and valley foothill riparian forest will be temporarily disturbed due to construction activities. The proposed project will result in the permanent loss of 0.07 acres of Sacramento-San Joaquin Foothill/Valley Ephemeral Stream habitat and valley foothill riparian forest. Impacts to the Sacramento-San Joaquin Foothill/Valley Ephemeral Stream habitat are discussed in the next section as it is also classified as a potentially jurisdictional water of the U.S.

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. No vegetation removal, ground disturbing activities, or burning will be permitted 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. Impacts will be mitigated in accordance with agency requirements to ensure no net loss of acreage or value to waters of the U.S.

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 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. Big Indian Creek is a potentially jurisdictional 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 0.06 acres of Big Indian Creek will be temporarily affected by project construction. A total of 0.01 acres of Big Indian Creek will be permanently affected by project construction.

Based on the preliminary engineering design, rock slope protection (RSP) will likely be placed around the bridge abutments and wing walls to stabilize the creek banks and reduce erosion. The new abutments and wing walls will be constructed outside the OHWM. The RSP may extend from the base of the new abutments and wing walls to approximately 6.5 feet below the OHWM of Big Indian Creek. Placement of RSP will result in up to 0.01 acres of permanent impacts to Big Indian Creek and temporarily impact 0.06 acres of Big Indian Creek. Temporary impacts will result from stream diversion and dewatering and removal of the existing bridge.

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 RWQCB; and a CFGC 1600-1602 Streambed Alteration Agreement (SAA) from CDFW. All permit requirements 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.** Big Indian Creek is an intermittent drainage that flows northwest through the center of the PIA. Big Indian Creek is classified as an intermittent stream and likely only contains water during the winter months. The creek allows common aquatic and terrestrial wildlife species to safely disperse back and forth between suitable habitats to the north and south. Highways and roads can present an impassible barrier to many wildlife species and are hazardous for wildlife to cross. Relatively unimpeded waterways such as Big Indian 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 to be less than significant.
- e) **Less than Significant 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 proposed project, native oak and other riparian tree species were observed during the field visit along the banks of Big Indian Creek and in the upland areas. Approximately five trees would be removed during project construction to accommodate new roadway approaches, and these trees would be replaced at a ratio consistent with Caltrans policy. Construction activities may occur within the dripline of native oak trees and other riparian trees. Work within the dripline of trees may cause permanent damage to the root systems and the subsequent loss of the tree. The proposed project would revegetate areas of temporary disturbance within the proposed project footprint with native riparian vegetation to minimize impacts to valley foothill riparian forest. Tree avoidance and minimization 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 proposed 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. In addition, these measures also protect foothill yellow-legged frog and western pond turtle:

- 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 Big Indian Creek, a Service-approved biologist will survey the project area for CRLF.
- All vegetation scheduled for removal in the riparian habitat and Big Indian 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 Big Indian 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 Big Indian 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, sandbags, 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 Big Indian 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 February 1st to August 31st breeding season, there will be no need to conduct a preconstruction survey for active nests.

- If construction is scheduled to begin between February 1st and August 31st, 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 February 1st and August 31st, 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 considering 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 big-scale balsamroot and Red Hills soaproot) 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 (CFGCA 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 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 include 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.

Mitigation Measure HYD-1: 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 Big Indian 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 2021. 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.

4.4.4 References

Drake Haglan and Associates, 2017a. *Bell Road Bridge Replacement Project Biological Assessment*; January 2017.

Drake Haglan and Associates, 2017b. *Bell Road Bridge Replacement Project Natural Environment Study*; September 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 Big Indian Creek and the surrounding foothills. The search was conducted on November 29, 2013 (NCIC File No. AMA-13-26). 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 July 2017. A response was received on July 26, 2017. 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 in January 2014 and 2017. 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. The survey identified a deposit of historic-period artifacts immediately adjacent to and within the APE, which was determined to be part of CA-AMA-413H, Enterprise Townsite.

4.5.2 Discussion

- a) **Less Than Significant Impact.** The proposed project would not likely cause a significant impact to the eligibility of a historical resource. The existing bridge was built in 1925 and was previously evaluated by Caltrans and determined to be ineligible for inclusion in the NRHP. No historic-period resources were recorded within or immediately adjacent to the project APE.
- b) **Less Than Significant Impact with Mitigation.** One historic-era archaeological resource (CA-AMA-413H) was identified during the background research as occurring in the western-most portion of the APE. The historic-era townsite of Enterprise was recorded as AMA-413H in 1991 by PAR Environmental Services, Inc. (PAR) and updated by ESA in 2017 and consists of the remains of a rock hearth, artifact scatter of glass, metal, and ceramic fragments, concrete slab, a portion of a penstock, and a mining test pit. The short-lived mining village of Enterprise was established around 1860 with the discovery gold-bearing quartz veins and gold bearing slate in the immediate area. The gold boom at Enterprise lasted from about 1860 to 1863 and the village was comprised of 100 or more miners along a 5-mile stretch of Big Indian Creek. The village had a saloon, general store, boarding house, and (likely) a blacksmith, and was all but deserted by 1881. Immediately to the north of the APE is mining site of tailings and mining claims (CA-AMA-412H) and south of the APE was the Bay State Mine (CA-AMA-414H).

In February 2020, an Extended Phase I (XPI) investigation was conducted at the site. Fieldwork consisted of a combination of survey, subsurface testing, GIS data collection, aerial map plotting, on-site cataloging, site record updates, photography, and minimal vegetation removal. Subsurface testing included six aerial exposure units, a shovel test unit, shovel probes, and metal detection sweeps of the project area. The site boundary of CA-AMA-413H appeared to extend into the APE for the proposed project. Artifacts or features associated with CA-AMA-413H are assumed eligible for inclusion in the National Register of Historic Places (NRHP) and CRHR.

Construction of the proposed project would require work within the mapped boundary of CA-AMA-413H, including grading for the installation of new roadway approach and minor cut of the hillside located south of Bell Road. As mentioned previously and during the XPI field work conducted at the site, artifacts recovered from units and the general area show signs of disturbance. Artifacts are substantially fragmented and likely trampled by cattle grazing or mechanical operation. The Shovel Test Unit placed on the hillside that would be cut as part of the project revealed a mix of modern and historic refuse to a depth of 12 inches, indicating features or refuse deposits are too disturbed to contribute to the eligibility of an archaeological resource. It is not anticipated that any “substantial”

historic era features would be impacted by the proposed project with implementation of Mitigation Measures CUL-1 through CUL-3 listed below, the proposed project would result in a less-than-significant impact on historical 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 Coroner.

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-3 shall be implemented

4.5.3 Mitigation Measures

Mitigation Measure CUL-1: CA-AMA-413H Enterprise Townsite. The County shall implement the following measure during project construction:

- A pre-construction meeting shall be conducted by a professional archaeologist meeting the qualifications outlined in the Secretary of the Interior's Professional Qualification Standards for archaeology to educate construction contractors about the potential for encountering archaeological resources and the next steps if a resource is discovered.
- Archaeological monitoring for all earth moving shall be completed by a professional archaeologist meeting the qualifications outlined in the Secretary of the Interior's Professional Qualification Standards for archaeology.
- If historic-period archaeological deposits are discovered during project construction activities at any location within the APE, all work within 100 feet of the discovery shall be redirected and the archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery.

Impacts to archaeological deposits should be avoided by project activities, but if such impacts cannot be avoided, the deposits shall be evaluated for their California Register eligibility. If the deposits are not California Register-eligible, no further protection of the finds is necessary. If the deposits are California Register-eligible, they shall be protected from project-related impacts or such impacts mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Mitigation Measure CUL-2: 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-3: 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, 2020. *Bell Road Bridge Replacement Project Historic Property Survey Report*; January 2020.

Caltrans, 2020. *Archaeological Survey Report for the Bell Road Bridge Replacement Project Amador County, California*; January 2020.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.1 Setting

Public Resourced Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill (AB 1575) in response to the oil crisis of the 1970s.

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 resources such as oil, natural gas, coal, and emission of pollutants. The proposed project site does not currently produce energy. The proposed project site's use of energy is currently limited to vehicles traveling along Bell Road or maintenance vehicles and crews conducting upkeep activities such as pavement overlay, restriping, bridge painting, and other such maintenance.

The County produced the Amador County Energy Action Plan in 2015 in order to expand upon energy-efficiency and renewable energy efforts within the County; however, the Energy Action Plan focuses on 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 bridges and complying with 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 up to seven months. The proposed project would be required to provide safe vehicle access to the bridge and provide a new structure that would be wider and 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 would be 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 also not conflict with any energy efficiency policies or standards. The impact to energy resources is considered to be less than significant.

4.6.3 Mitigation Measures

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

4.6.4 References

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

4.7 Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Geology, Soils and Seismicity –Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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) The major feature at the project site is Big Indian Creek. The area surrounding the project site is composed of oak woodland forest 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 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 the soils. The proposed project is located on Mine Tailings, Exchequer loam, and Auburn silt loam soil series, all of which are clayey soils. The probability of soil liquefaction actually taking place on the project site is considered to be a low to moderate hazard as the soils on the project site consist of clayey soils and do not include sandy soils.

The project site includes the gently sloping banks of Big Indian Creek. Strong seismic ground shaking could contribute to the potential landslide activities within the project site. The proposed project would comply with Amador County building regulations and the 2007 California Building Code, which would minimize the potential effects of ground shaking. This impact is considered **less-than-significant**.

- b) The proposed project involves removing the existing bridge and constructing a new bridge. Construction activities will involve earth moving activities. Construction will occur when the creek bed is dry, and work will occur in the creek during the new bridge construction. The project site covers a relatively small area and will not result in substantial loss of topsoil. Proposed project operations will not result in a significant increase in the potential for soil erosion over existing conditions. 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) 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 Big Indian Creek are gently sloping and contain vegetation. The potential for landslides along the banks of Big Indian 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) 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 loam, silt loam and mine tailings, all of which have clayey textures. These soils 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) 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) 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 Lone 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 event subsurface resources are discovered during Project construction. Therefore, Project impacts on paleontological resources would be **less than significant**.

4.7.3 Mitigation Measures

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

4.7.4 References

Bryant, William A. and Earl 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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.1 Setting

The earth's atmosphere naturally contains a number of gases, including CO₂, methane (CH₄), and nitrous oxide (N₂O), which are collectively referred to as greenhouse gases (GHGs). GHG emissions are generally numerically depicted, when applicable, as carbon dioxide equivalents (CO₂e). CO₂e represents CO₂ plus the additional warming potential from CH₄ and N₂O. The common unit of measurement for CO₂e is metric tons (MTCO₂e).

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, CH₄ has 21 times the warming potential of CO₂ and N₂O has 310 times the warming potential of CO₂. As the average temperature of the earth increases, weather may be affected, including changes in precipitation patterns, accumulation of snowpack, 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.** The purpose of the proposed project is to replace the existing structurally deficient Bell Road Bridge over Big Indian Creek, in order to provide safe access for vehicles and meet 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, it 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. Impacts are considered to be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.1 Setting

An Initial Site Assessment (ISA) was prepared on behalf of Amador County Department of Transportation and Public Works for approval from the California Department of Transportation on behalf of the Federal Highway Administration (2017). The ISA was performed in general conformance with the scope and limitations of ASTM Practice E 1527-05. The ISA identifies Recognized Environmental Conditions (RECs) for the Project site that may adversely affect roadway and/or bridge construction or right-of-way acquisition. RECs are defined by the ASTM Practice E 1527-05 as: “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A database report was obtained from Environmental Database Resources, Inc. consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the Project area. Based on the results of the records review, no potential RECs have been found in the Project site.

An ISA does not test for asbestos or lead-based paint within the project site. The Occupational Safety & Health Administration (OSHA) requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (ACM) and treated accordingly. Potential ACMs were not observed on the project site. Bridges built prior to 1981 sometimes have ACMs within their rail shim sheet packing, bearing pads, support piers, and/or expansion joint materials. Structures constructed prior to 1978 are presumed to contain lead-based paint (LBP) unless proven otherwise, although structures constructed after 1978 may also contain lead-based paints. Analysis and mitigation measures regarding ACMs and lead-based paint are discussed in more detail below.

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 manufacturer's 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 with Mitigation Incorporated.** As stated in item (a), 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 proposed project for potential ACMs and LBP that may be present at the proposed project site.

Asbestos: 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 Bell Road Bridge at Big Indian Creek was built in 1925. Therefore, based on the age of the structure, the existing bridge may contain ACMs.

Lead: Lead has been used in commercial, residential, roadway, and ceramic paint; in electric batteries and other devices; 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.

Implementation of **Mitigation Measures HAZ-1 and HAZ-2** 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 proposed project site is not located within ¼ miles of a school. The proposed project site is located in a rural area, primarily surrounded by woodland forest and rural residences, and is not located within the vicinity of urban development. Therefore, there is no impact.
- d) **Less than Significant with Mitigation Incorporated.** An ISA prepared for the proposed project included an extensive database records search for the proposed project site and properties within a 1-mile radius of the proposed project site. The ISA concluded that the proposed 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 proposed project for potential ACM and LBP that may be present at the proposed project site.

Implementation of **Mitigation Measures HAZ-1 and HAZ-2** would be required to ensure that 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 proposed project site is Westover Field, located over 12 miles south of the proposed 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 proposed project site is not located within an adopted airport land use plan. There is no impact.
- f) **Less than Significant with Mitigation Incorporated.** The proposed project would require removal of the existing bridge and construction of a new bridge. Bell Road would 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 proposed project. With implementation of **Mitigation Measures PUB-1**, discussed later in the document in the Traffic section, this impact is less than significant.
- g) **Less than Significant.** The area surrounding the proposed project site contains oak woodland forests and mixed chaparral that could provide a good source of fire fuels; however, the proposed project is a bridge replacement that would 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: *Development of a Health and Safety Plan (HASP).* A HASP shall be developed for the 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-2: Asbestos and Lead Containing Materials. A California-licensed abatement contractor will conduct a survey for lead containing materials prior to demolition (including concrete elements) and contractor will submit a National Emission Standard for Hazardous Air Pollutants (NESHAP) notification. Per Section 14-9.02 of the asbestos NESHAP regulation, all “demolition activity” requires written notification even if there is no asbestos present. This notification should be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity.

If lead containing materials are found, the following will be required:

- Building materials associated with paint on structures, and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with SSP 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially-deposited lead: SSP 7-1.02K (6)(j)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the Project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with SSP 14-11.12.

Mitigation Measure PUB-1: Please refer to the Public Services section for more information regarding this measure.

4.9.4 References

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

Caltrans, 2017. *Bell Road Bridge over Big Indian Creek Bridge Replacement Initial Site Assessment*; April 2017.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.1 Setting

A Water Quality Assessment Report was prepared for the Bell Road Bridge Replacement Project and is currently in review at the County (Caltrans, 2017). The proposed project site is located within the 632-square-mile Upper Cosumnes River Hydrologic Unit (United States Geological Survey Cataloging Unit 1804-0013) and the San Joaquin River Basin (USGS, 2014). Big Indian Creek is a first-order intermittent stream located within Amador County. The quality of water within Big Indian Creek is high, which is typical of streams within foothill watersheds with little land development. Big Indian Creek is not included in the 2010 California 303(d) List of Water Quality Limited Segments (SWRCB, 2010). Additionally, no streams within the Upper Cosumnes Hydrologic Unit are included on the 303(d) list (SWRCB, 2010).

The proposed project would comply with federal, State, and local regulations by implementing the following best management practices (BMPs) and avoidance and minimization measures prior to, during, and after construction:

- **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.

- **Protect Existing Vegetation.** Existing vegetation will be protected using temporary fencing, or other similar protection devices, to reduce potential for erosion and sedimentation.
- **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.
- **Develop and Implement Drilling 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 Construction General Permit (Final Order No. 2012-011-DWQ, NPDES No. CAS000003).
- **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.
- **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 Big Indian 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.

4.10.2 Discussion

- a) **Less than Significant Impact.** Big Indian Creek is the body of water within the proposed project site. The Big Indian Creek watershed is largely undeveloped, and land use in the watershed is dominated by rural residential and some small agricultural operations. At the proposed project site, Bell Road also influences water quality in Big Indian Creek. Pollutants associated with agriculture in the watershed include pesticides, herbicides, nutrients from fertilizers, salts leached from soils, and animal waste. Vehicles traveling on Bell 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.

The quality of water within Big Indian Creek is high, which is typical of streams within foothill watersheds with little land development. Big Indian Creek is not included in the 2010 California 303(d) List of Water Quality Limited Segments (SWRCB, 2010).

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 Big Indian Creek. Construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to Big Indian 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 proposed project is anticipated to take up to seven months, with work within Big Indian Creek scheduled during the dry season between June 1st and October 15th. The proposed project is subject to Construction General Permit (Final Order No. 2012-011-DWQ, NPDES No. CAS000003) requirements, which required preparation and implementation of a SWPPP. The proposed project would comply with the NPDES Construction General Permit including preparing and implementing a SWPPP that identifies project specific BMPs to protect water quality during proposed project construction. Implementation of these measures would reduce this impact to less than significant.

- b) **Less than Significant Impact.** The proposed 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 project would not substantially modify the character of the proposed project site in terms of sources of water pollutants. Vehicles traveling on Bell Road and local rural residential and agricultural land uses would remain the primary sources of water pollutants at the proposed project site. The proposed project would not change the number of vehicles traveling on Bell Road or other nearby land uses in the Big Indian Creek watershed. Therefore, because there would not be an increase in the load of vehicle-generated pollutants to Big Indian Creek, no long-term impact would occur.

The use of construction equipment and other vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could cause surface water and groundwater quality degradation. Compliance with the NPDES Construction General Permit, which includes the incorporation of the BMPs and the implementation of the SWPPP, would reduce any

potential construction-related impacts to drainage systems to a less than significant level. The proposed project would not impede or redirect flood flow during or after construction completion. Therefore, the impact to erosion, siltation, and runoff would be less than significant.

- d) **No Impact.** Bell Road Bridge is located within a reach of channel that does have flood risk mapped by FEMA. The proposed new bridge would have a span approximately 13.5 feet wider than the existing span, and the existing pier would be removed. In addition, the minimum soffit elevation of the proposed new bridge would be approximately 2.7 feet higher than the existing. As a result, the water surface elevation would decrease, and potential flood risk would be reduced. The proposed 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 tsunami or seiche. Additionally, the proposed project is a bridge replacement and would not require any modification to nearby slopes, limiting the possibility of mudflow hazard to the proposed project site. The proposed project would not risk release of pollutants due to project inundation. 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 proposed project area. This proposed project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of BMPs and avoidance and minimization measures, the impact would be less than significant.

4.10.3 Mitigation Measures

No mitigation measures are necessary to reduce impacts to water quality for the proposed project.

4.10.4 References

Dewberry | Drake Haglan, 2017. Water Quality Assessment Report for Bell Road Bridge Replacement Project. September 2017.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 general (AG) (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 Amador County Title 19 Zoning Ordinance is single-family residential-agricultural district (R1-A). This zone is permitted for single-family dwellings and general farming and grazing operations (Amador County, 2019). The existing Bell Road provides access for two residences within the immediate vicinity of the proposed project.

4.11.2 Discussion

- a) **No Impact.** The proposed project would consist of the replacement of an existing bridge structure at similar scale and alignment. The proposed project would not divide an established community. There is no impact.
- b) **Less than Significant.** A maximum of two partial parcel acquisitions would be required for the proposed project. Up to 0.2 acres of acquisition for the permanent structure and up to 0.50 acres for the temporary construction easement and staging area would be required from assessor parcel number (APN) 007-010-031. In addition, temporary construction easements would also be required for the onsite detour. The proposed project would not result in any land use conflicts. As discussed under item (a) of the Air Quality section, the proposed project would not conflict with any applicable air quality plans. The proposed project site is not located in an area covered by any habitat conservation plans or natural community conservation plans. The impact would be less than significant.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 most important zone with respect to the presence of resources is MRZ-2. A large gold deposit runs along SR 49. The proposed project is located within this MRZ-2 zone along SR 49. Immediately east of the proposed project site is a large MRZ-3 zone, known for limestone (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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Setting

Noise is defined as unwanted sound, and thus 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 ten-fold increase in acoustical energy equals a ten-dB change, which is subjectively like a doubling of loudness. **Table 4.13-1** 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	70	Vacuum cleaner at ten feet
Commercial area		Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
Quiet rural nighttime	30	Library
	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio

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.

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).

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).

The proposed project is located in a rural area primarily surrounded by oak woodland forest and mixed chaparral. The existing Bell Road Bridge is a single lane and spans Big Indian Creek approximately 4 miles north of the City of Plymouth. The study area is unoccupied. Noise sources are limited to traffic along Bell Road and agricultural equipment. Noise from construction activities generally attenuates at a rate of six dBA per doubling distance.

4.13.2 Discussion

a) Less than Significant with Mitigation Incorporated.

Construction Noise Effects. 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 4.13-2** shows typical noise levels during different construction stages. **Table 4.13-3** shows typical noise levels produced by various types of construction equipment.

Table 4.13-2. 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 proposed project and also vary depending on the construction activities.

Roadway and/or bridge construction is accomplished in several different phases. General construction phases for typical roadway/highway projects and their estimated overall noise levels are summarized in **Table 4.13-2**.

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. There are two rural residences within the proposed project area. Noise generated by demolition, grading, and finishing activities associated with short-term construction of the proposed project would result in an increase in noise at the nearest residences. This impact would be less than significant with the implementation of **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 complete, noise levels would return to levels similar to that of the existing noise environment.

Table 4.13-3 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 4.13-3. Typical Construction Equipment Noise Levels

Construction equipment	Noise level (dBA, Leq at 50 feet)
Scrapers	85
Bulldozers	85
Heavy trucks	85
Pneumatic tools	85
Concrete pump	82
Backhoe	80

Source: HMM&H, 2013

- b) **Less than Significant Impact.** Equipment associated with high vibration levels (pile drivers) would not be used for the proposed project. There are several different methods used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. The Federal Transit Administration's (FTA) threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV and the FTA threshold of human annoyance to groundborne vibration is 80 RMS (FTA, 2006).

During site preparation and construction, groundborne vibration and groundborne noise may occur. However, these activities do not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting. Therefore, site preparation and construction-related vibration levels would be well below the 0.2 in/sec PPV at nearby properties, resulting in an impact that is less than significant.

- 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 at sensitive receptors during periods of construction:

- 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.).
- Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact.
- 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, 2019). According to the American Community Survey 5-Year Estimate (2013-2017), Amador County had an estimated population of 37,829 people with a total of 18,278 housing units in 2018 (U.S. Census Bureau, 2020). Between 2010 and 2018 there was a 3.4 percent increase in population for unincorporated Amador County (U.S. Census Bureau, 2019). As of July 1, 2019, Amador County had approximately 18,625 housing units with an average of 2.42 individuals per household in unincorporated Amador County (U.S. Census Bureau, 2020).

The proposed project site is located in census tract 2. In 2019, the population of census tract 2 was 3,948 people and the estimated tract median family income was \$75,382. Tract 2 had a minority population percentage of approximately 21% and 2,175 total housing units in 2019 (FFIEC 2019).

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 be constructed in place of 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.

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 on March 3, 2020.

FFIEC. 2020. Census Tract Geomap. Available: <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>.
Accessed on March 12, 2021.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.1 Setting

The project site is served by the California Department of Forestry and Fire Protection (CALFIRE). CAL FIRE provides wildland fire services in and around 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 closest fire station is Station 60-Sutter Hill, located in Sutter Creek. Station 60 is the Headquarters for Battalion 4 and houses two frontline engines, a Type II Dozer Transport, the Unit Service Center, the South Division Automotive Shop, and Resource Management Offices (CALFIRE, 2012).

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 17 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 Plymouth Elementary School (Grades K-6), Lone 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 Plymouth Veterans Park which is located approximately 5.0 miles south of the proposed project site.

4.15.2 Discussion

- a.i) **Less than Significant with Mitigation Incorporated.** Fire service in the County is provided by CALFIRE. CALFIRE crews and equipment are a familiar site throughout the State, with responsibility for the protection of over 31 million acres of California's privately-owned wildlands. In addition, they provide emergency services of all kinds within 36 of California's 58 counties through local government contracts. The closest fire station is Station 60-Sutter Hill, located in Sutter Creek. Station 60 is the Headquarters for Battalion 4 and houses two

frontline engines, a Type II Dozer Transport, the Unit Service Center, the South Division Automotive Shop, and Resource Management Offices (CALFIRE, 2012).

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 minimal. The proposed project is a bridge replacement project that would not create additional demands on the local fire district during operations. This impact would be less than significant.

Emergency access to the vicinity of the proposed project site may 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. **Mitigation Measure PUB-1** would require the creation of a Construction Period Emergency Access Plan.

- a.ii) **Less than Significant 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 and minimal. The proposed project is a bridge replacement project that would not create additional demands on the local police district during operations. This impact would be less than significant.

Emergency access to the vicinity of the proposed project site may 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. **Mitigation Measure PUB-1** would require the creation of a Construction Period Emergency Access Plan.

- a.iii) **No Impact.** The proposed project is a bridge replacement project and would not generate any additional demand for schools. There is no impact.
- a.iv) **No Impact.** See the Recreation section. There is no impact.
- 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

Mitigation Measure PUB-1: Construction Period Emergency Access Plan. Prior to the start of construction, the contractor shall coordinate with the City of West Sacramento Sheriff and Fire departments and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan shall identify phases of the Project and construction scheduling and shall identify appropriate alternative emergency access routes.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 proposed project site is not within or adjacent to any established park or recreation facility. The closest public park is the Plymouth Veterans Park, which is located approximately 5.0 miles south of the proposed project site.

4.16.2 Discussion

- a, b) **No Impact.** The proposed project is a bridge replacement project; therefore, 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. The proposed project would have no impact on the use of existing neighborhood and regional parks.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.17.1 Setting

Bell Road is classified as a local road that “provides access to adjacent properties and provides service to travel over relatively short distances as compared to higher order facilities” (Amador County, 2016). Bell Road has been in existence prior to 1893 and has remained in the same alignment in the proposed project area since then. Bell Road is currently a narrow, two-lane bridge that narrows to a single lane at the bridge over Big Indian Creek. Bell Road connects to State Route (SR) 49 just west of the proposed project. Bell Road serves several households as it travels northeast.

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 would meet current design standards for the traffic utilizing this bridge. Bell Road dead-ends just beyond the bridge at a private residence. This bridge services just two residents, therefore, is classified as a Minor Collector Rural Roadway per Amador County standards.

Construction of the new bridge would include construction of one of the following detour options:

- A temporary bridge would be placed south of and directly adjacent to the existing bridge. Temporary foundations would be placed (likely timber planks for ease of removal) at the top of each bank. The precast superstructure of the new bridge would be constructed as a first order of work and used as the temporary bridge detour. The new bridge superstructure would be constructed on the temporary foundations and traffic would be routed to the new bridge. The existing bridge would then be demolished, and a new bridge constructed. Traffic would then be restored on the original alignment with the new bridge in place.
- The new bridge would be constructed adjacent to the existing bridge, then the existing bridge would be demolished. This approach would result in a permanent slight offset in the alignment over the creek.

Environmental impact would be considered when determining the most appropriate option. Access would be maintained to the nearby properties. The construction contractor for the proposed project would implement a standard traffic management plan to minimize traffic disruption and ensure adequate access be 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 impacts to level of service along Bell Road. This would be a less than significant impact.

- b) **Less Than Significant Impact.** Senate Bill (SB) 743 (Steinberg, 2013), which enacted Public Resources Code section 21099, required changes to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts.

If a transportation project would likely lead to a measurable and substantial increase in vehicle travel (i.e., increase total VMT), it is presumed to be a significant impact and an analysis assessing the amount of vehicle travel the project will induce shall be conducted. Transportation projects that can be presumed to lower VMT or have no effect on it, such as bike and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research (OPR) Technical Advisory (OPR, 2018), should be expected to cause a less-than-significant impact under CEQA and would not require further VMT analysis. The OPR Technical Advisory lists projects that would not likely lead to a substantial or measurable increase in VMT, one of which includes:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.

The proposed project would remove the existing bridge along Bell Road and construct a new structure designed to current and geometric standards. Operations would be similar to existing conditions upon completion of construction. The replacement bridge would be a cast-in-place pre-stressed concrete slab with a span length of 52 feet 6 inches and a width of 19 feet 4 inches. The roadway at the bridge would conform to the existing roadway at approximately 400 feet from each side of the bridge. The new bridge would accommodate one 11-foot-wide travel lane and two 2-foot-wide shoulders. The new bridge would be constructed on its current alignment, requiring the construction of a temporary detour so that the existing bridge can be removed and replaced.

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 Bell Road. No change in traffic patterns, ADT, or VMT would result from the proposed project. During construction, Bell Road would remain open through the implementation of a temporary onsite detour located adjacent to 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 Bell Road alignment.

The proposed project would not increase VMT along Bell Road as a result of design or construction. The bridge would be replaced with a similar, improved structure that enhances the safety of motorists, pedestrians, and bicyclists and would operate similar to existing conditions. The Project falls under the OPR Technical Advisory list above, as a bridge replacement project. Therefore, pursuant to Section 15064.3(b), the proposed project would not result in an additional significant effect and no mitigation measures would be required.

- c) **Less than Significant Impact.** One of the primary purposes of the proposed project is to improve safe access to the bridge for vehicles. Traffic hazards would not be increased as a result of the proposed project. This is a less than significant impact and no mitigation measures would be required.
- d) **Less than Significant with Mitigation Incorporated.** Traffic congestion and delays can occur during construction and can result in an adverse effect; however, 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 TRANS-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 Project shall implement a standard traffic management plan to minimize traffic disruption and ensure adequate access is maintained to surrounding properties.

Mitigation Measure PUB-1: *Construction Period Emergency Access Plan.* See the Public Services section of this document for information about this mitigation measure.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 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 effort, 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 July 2017 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
lone Band of Miwok Indians	Crystal Martinez-Alire, Chairperson
lone Band of Miwok Indians	Randy Yonemura, Cultural Committee Chair
Jackson Rancheria Band of Me-Wuk Indians	Adam Dalton, Chairman

4.18.2 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).

4.18.3 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Big Indian 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, Lone, 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) **Less than Significant Impact.** The proposed project would not require the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. The proposed project would require a

relatively small number of employees during construction, and no permanent onsite employees would be required during operations. Water would be obtained from persons with existing entitlements to water, and no new entitlements would be required. All applicable local, state, and federal requirements and BMPs would be incorporated into construction of the proposed project. Therefore, impacts would be considered less than significant, and no mitigation measures required.

- b) **Less than Significant Impact.** The proposed project consists of the demolition of an existing bridge and construction of a new bridge and would not require water supply. The proposed project would require some non-potable water during construction for dust control. Non-potable water would be obtained from persons with existing entitlements to water, and no new entitlements would be required. Therefore, impacts would be considered less than significant, and no mitigation required.
- c) **Less than Significant Impact.** Construction crews would use portable sanitation facilities (portable toilets), generating relatively small volumes of wastewater for a limited time during the construction phase. Sanitation waste would be disposed of according to sanitation waste management practices. No other sources of wastewater are anticipated during proposed project construction activities, and operation of the proposed new bridge would not require the use of water. The negligible amount of water used during construction would not affect the wastewater treatment facilities' ability to serve the proposed project's projected demand in addition to the provider's existing commitments; therefore, this impact would be less than significant, and no mitigation would be required.
- d, e) **Less than Significant Impact.** The proposed project would remove the existing bridge along Bell Road over Big Indian Creek and construct a new bridge designed to current structural and geometric standards. 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. Solid waste generated from construction activities would likely be handled by ACES Waste Services, Inc. (6500 Buena Vista Road, Lone, CA 95640) before being brought to a landfill. The nearest landfill is the Kiefer Landfill, located approximately 26 miles west of the proposed project site, near the community of Rancho Murrieta. The facility has the capacity to accept waste generated by the proposed project. Solid waste generation at the proposed project site would cease upon completion of 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. All recyclables and organics collected from the proposed project site by ACES Waste Services, Inc would be taken to the appropriate facilities.

The proposed project's impact on solid waste generation would be less than significant and no mitigation measures 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 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 state 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.20.1 Setting

Fire protection services at the project site are provided by the California Department of Forestry and Fire Protection (CAL FIRE). 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, 2016). The closest fire station is Station 60-Sutter Hill, located in Sutter Creek. Station 60 is the Headquarters for Battalion 4 and houses two frontline engines, a Type II Dozer Transport, the Unit Service Center, the South Division Automotive Shop, and Resource Management Offices (CALFIRE, 2012).

The proposed project is located within an SRA and designated as a moderate fire hazard severity zone (CAL FIRE, 2007).

4.20.2 Discussion

- a) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project would remove the existing bridge along Bell Road over Big Indian 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 Bell 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 Bell 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 Bell Road would be maintained during construction through the use of a temporary onsite detour that would be placed 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 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 Bell Road over Big Indian 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 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 with Mitigation Incorporated.** Per the impact discussions above, the potential of the proposed project to substantially degrade the environment is less than significant with incorporated mitigation measures.
- b) **Less than Significant Impact.** The proposed project site is located within a rural area in Amador County. The purpose of the proposed project is to provide safe vehicle access and meet current design standards for the Bell Road Bridge. The impacts of the proposed project are mitigated to a less-than-significant level, limited to the construction phase of the proposed project, and generally site specific. No other projects are proposed that would overlap or interact with the proposed project. The cumulative impact of the proposed project would be less than significant.
- c) **Less than Significant Impact.** The proposed project would not cause substantial adverse effects on human beings. Effects related to air quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, transportation, and noise are discussed above, and would not result in any significant and unavoidable impacts. This impact is considered less than significant.

5 LIST OF PREPARERS AND REVIEWERS

This Draft IS/MND was prepared by Dewberry Drake Haglan in cooperation with the other members of the environmental study team. Dewberry Drake Haglan 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.

CEQA Lead Agency:

Mark Hopkins Project Engineer

Dewberry Drake Haglan:

Principal in Charge Dennis Haglan

Project Manager Rebecca Neilon, P.E.

Environmental Project Manager/ Cultural Resources Jennifer Hildebrandt

Senior Biologist/Environmental Planner..... Lindsay Tisch

Environmental Planner Allison Piazzoni