

**Initial Study/
Mitigated Negative Declaration**

for the

**Silver Fork Road at
South Fork American River
Bridge (25C0113) Rehabilitation Project**

October 2014

**El Dorado County
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667**

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1. Project Information

<p>1. Project Title: Silver Fork Road at South Fork American River Bridge (25C0113) Rehabilitation Project</p>
<p>2. Lead Agency Name and Address: El Dorado County Community Development Agency, Transportation Division 2850 Fairlane Court Placerville, CA 95667</p>
<p>3. Contact Person and Phone Number: Ms. Janet Postlewait, Principal Planner (530) 621-5993 janet.postlewait@edcgov.us</p>
<p>4. Project Location: The Project is located along Silver Fork Road approximately 150 ft south of U.S. Highway 50 in the community of Kyburz in unincorporated El Dorado County, CA. The Project occurs on the Kyburz, USGS topographic quadrangle (T11N, R15E, Section 27) at an elevation of approximately 4,080 ft. The Project area includes approximately 300 linear ft of Silver Fork Road, road shoulders, a portion of the South Fork American River, and portions of adjacent privately owned parcels including and assessor's parcel numbers (APNs) 012-302-18, 012-302-08, 012-361-05 and 012-303-02.</p>
<p>5. Description of Project: The El Dorado County Community Development Agency, Transportation Division, in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), intends to rehabilitate the existing Silver Fork Road Bridge (25C0113) over South Fork American River located in unincorporated El Dorado County. The existing 60 ft 10in long, 24 ft 3in wide, 2-lane single span, welded-steel plate girder bridge with a concrete deck was constructed in 1953. The bridge has been identified by Caltrans as structurally deficient (sufficiency rating of 64.0) and the concrete deck is in poor condition. The Project proposes to rehabilitate the existing bridge structure to improve roadway safety and comply with American Association of State Highway and Transportation Officials (AASHTO) guidelines and El Dorado County standards. The County will replace the bridge deck with a wider, cast-in-place, reinforced concrete deck; install approach slabs on each side of the bridge; install new railings; repair localized scour at the north abutment, and reposition the existing girders and refurbish the existing paint system. Original steel elements of the bridge will either be 1) transported offsite to be cleaned and repainted, or 2) cleaned and painted onsite in accordance with applicable lead-based paint regulations. No bridge or roadway re-alignment is anticipated. Some minor adjustments to the roadway profile will be necessary to improve longitudinal drainage along the bridge and to allow modifications to the abutment seat. The Rehabilitation/ Widening Alternative will not require a detour during construction; rather a single through lane with a timed signal will be used. Temporary construction easements to install a retaining wall and relocate fencing will be necessary. A portion of APN 012-302-18 will be acquired by the County to perfect the existing right of way where Silver Fork Road lies on private property. A</p>

<p>detailed project description is included in Section 3 of this Initial Study.</p>
<p>6. General plan designation: El Dorado County right-of-way; High-Density Residential (HDR)</p>
<p>7. Zoning: El Dorado County right-of-way; One-family Residential (R1)</p>
<p>8. Surrounding Land Uses and Setting: The Project area is located approximately 28 mi east of Placerville in the community of Kyburz, in unincorporated El Dorado County. Adjacent land use includes rural residential. Silver Fork Road is classified as an off-system, two-lane, local rural road in El Dorado County.</p>
<p>9. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement): The Project may require permits or approvals from the following:</p> <ul style="list-style-type: none"> • Caltrans — National Environmental Policy Act (NEPA) Categorical Exclusion • U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit • Central Valley Regional Water Quality Control Board — Section 401 Water Quality Certification • California Department of Fish and Wildlife — Streambed Alteration Agreement • El Dorado County Air Quality Management District — Fugitive Dust Plan Approval

2. Introduction

The El Dorado County Community Development Agency, Transportation Division, (Transportation) intends to rehabilitate the existing Silver Fork Road at South Fork American River Bridge (25C0113) located in unincorporated El Dorado County. The existing 2-lane single-span welded steel plate girder bridge was constructed in 1953.

El Dorado County is the local lead agency and prepared this Initial Study to consider the significance of potential project impacts pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). This Initial Study was prepared in accordance with the State CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.).

Based on the results of this Initial Study, the County has determined that the Project would have less than significant impacts on the environment with the incorporation of mitigation measures. The County may approve the Project with the certification of a Mitigated Negative Declaration (MND).

The remainder of this document is organized into the following sections:

- **Section 3, Project Description:** Provides a detailed description of the proposed Project;
- **Section 4, Initial Study Checklist and Supporting Documentation:** Provides CEQA Initial Study Resource impact checklists and supporting documentation. Identifies the thresholds of significance, evaluates potential impacts, and describes mitigation necessary to reduce impact significance;
- **Section 5, Initial Study Findings:** Provides a determination of the County's CEQA findings;
- **Section 6, Supporting Information Sources:** Identifies the personnel responsible for the preparation of this document and provides a list of the references cited throughout the document.
- **Appendix A, Mitigation Monitoring and Reporting Plan:** Contains the Mitigation Monitoring and Reporting Plan prepared for the proposed project. The Mitigation Monitoring and Reporting Plan includes a list of required mitigation measures and includes information regarding the County's policies and procedures for implementation and monitoring of the mitigation measures.

3. Project Description

3.1 Location

The Project is located along Silver Fork Road approximately 0.1 mi south of U.S. Highway 50 in the community of Kyburz in unincorporated El Dorado County, CA (Figures 1 and 2). The Project is located on the Kyburz, USGS topographic quadrangle (quad; T11N, R15E, Section 27). The bridge deck elevation is approximately 4,080 ft.

3.2 Project Purpose and Objectives

The purpose of the Project is to rehabilitate the existing Silver Fork Road Bridge (25C0113). Project objectives include improving roadway safety and compliance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines and El Dorado County standards. This Project is identified in the El Dorado County Capital Improvement Program as project # 77124 (El Dorado County 2013).

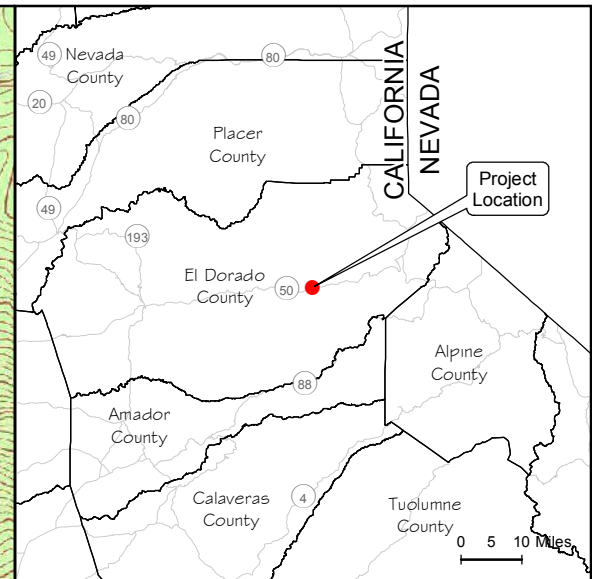
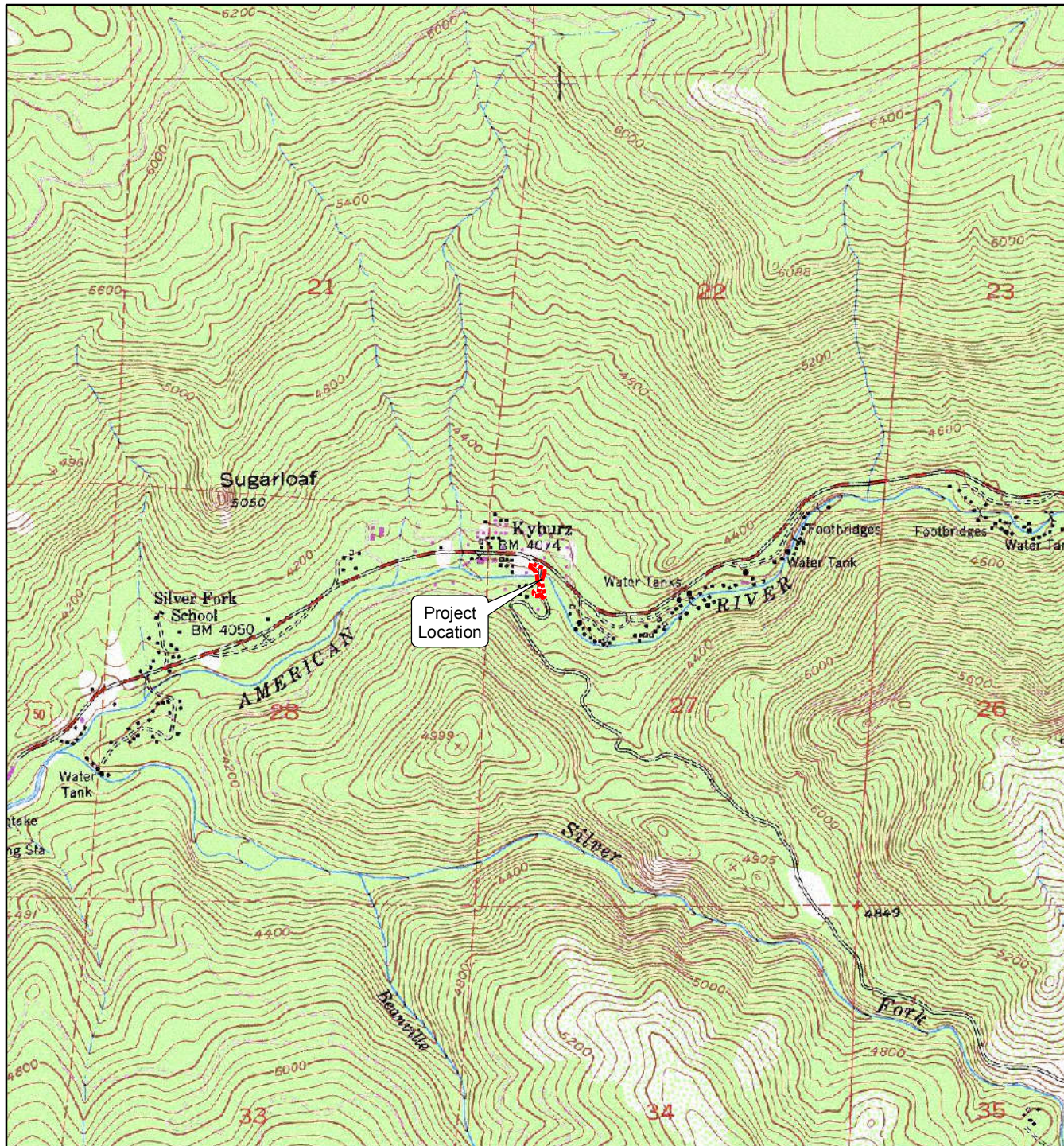
Rehabilitation and widening of the structure is necessary due to the following (CH2M HILL 2014):

- The existing bridge is classified as functionally obsolete and structurally deficient per the Caltrans Bridge inspection report. The sufficiency rating of the structure is 64/100, which qualifies the bridge for rehabilitation in accordance with Federal Highway Administration (FHWA) guidelines.
- The concrete deck is rated in poor condition per the inspection report and is showing significant signs of deterioration with extensive surface spalling due to freeze-thaw effects.
- No appreciable shoulders are provided along the bridge, and the barriers are obsolete and exhibit numerous areas with localized surface spalling.
- The paint system on the steel girders and diaphragms has failed. The plate girders exhibit extensive rust along the bottom flange, though no significant section loss is evident.
- The expansion joints allow seepage of water and debris through the joint and the deck is cast level and thus does not properly drain.

3.3 Project Description

The existing Silver Fork Road at the South Fork of the American River was built in 1953 and consists of welded steel plate girders supported on cantilever type abutments with an approximate 24 ft 3 inch wide by 7.5 inch thick concrete deck and a 1.5 inch to 2 inch asphalt overlay. The existing facility provides two 11 ft lanes with essentially no shoulders and obsolete traffic barriers along the bridge.

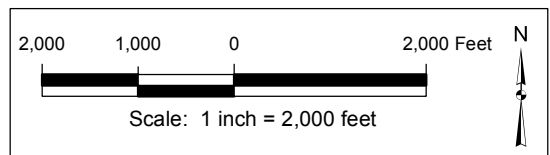
The proposed bridge improvements consist of deck replacement, deck widening, and rehabilitation of the existing superstructure (Figure 3 and Figure 4). The existing deck will be replaced with a 31.33 ft wide, approximately 8 inch thick, reinforced sand-lightweight concrete deck that provides two 11 ft lanes, 3 ft shoulders, and modern California ST-10 barriers. The existing plate girders will be cleaned, painted, and relocated onto new bearings to minimize the overhang length and accommodate the deck widening. Original steel elements of the bridge will either be 1) transported offsite to be cleaned and repainted, or 2) cleaned and painted onsite in accordance with applicable lead-based paint regulations. The girder relocation strategy requires abutment seat transverse extensions at both ends of the north abutment and adding a reinforced concrete topping to the abutment seats.



Silver Fork Road Bridge (25C-0113) at
 South Fork American River
 El Dorado County, CA
 30 October 2013

Figure 1. Location Map

 Project Location




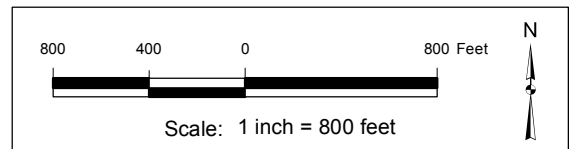
Kyburz, CA (Revised 1973)
 USGS 7.5' Quadrangle DRG
 CASIL California Digital Raster Graphics,
 7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
 O_nwO102.sid

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Silver Fork Road Bridge (25C-0113) at
South Fork American River
El Dorado County, CA
30 October 2013

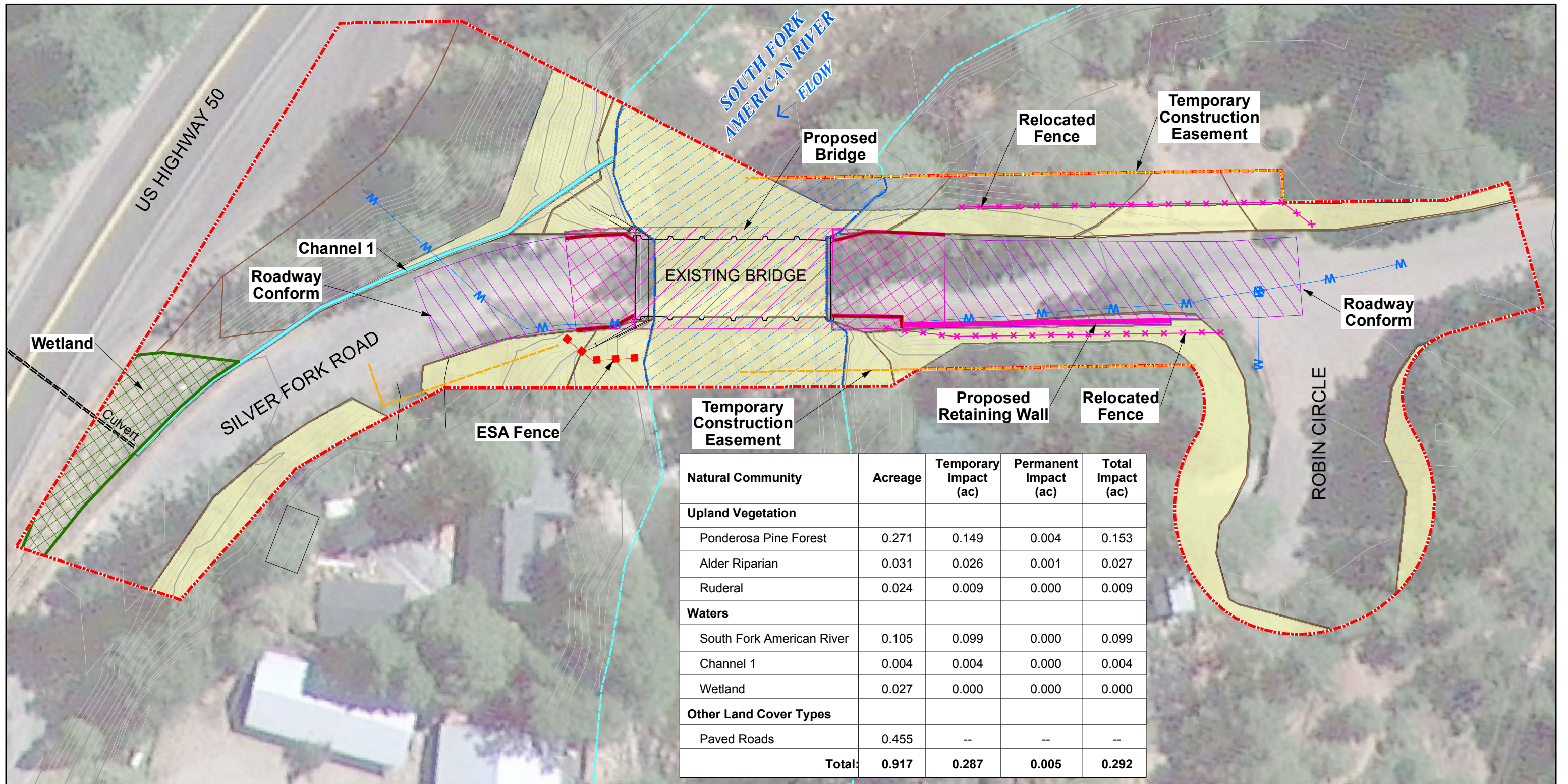
 Project Study Area



Aerial Photograph: 14 August 2011
UC-G Imagery, US-CA-Placerville, Microsoft
ESRI ArcGIS Basemap Layer

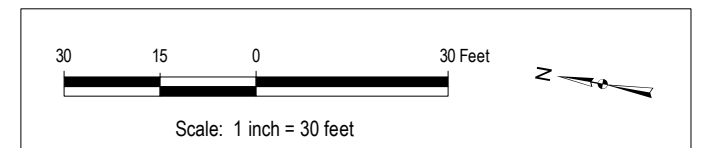
Figure 2. Aerial Photograph

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Silver Fork Road Bridge (25C-0113) at South Fork American River
 El Dorado County, CA
 5 June 2014

- Project Study Area (PSA)
- Channel 1
- Wetland
- South Fork American River (In BSA)
- Culvert
- Proposed Bridge
- Proposed Structure Approach
- Wall Under Proposed Structure Approach
- Proposed Road Improvements
- W Existing Waterline
- x x x Relocated Fence
- Temporary Construction Easement
- ESA Fence
- Proposed Retaining Wall
- Permanent Impact
- Temporary Impact



Proposed layout: Silver Fork Road Geometric Approval Drawings
 Plan & Profile, LAYOUT SHEET - 2014-03-11.dwg (11 Mar. 2014)
 Existing Topo: XBase_withMapping.dwg (23 Aug. 2013)
 by El Dorado County Dept. of Transportation
 Aerial Photograph: 28 August 2012, Google Earth Pro Imagery
 Parcels and Roads: El Dorado County, GIS datasets

Figure 3. Proposed Project

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Other proposed improvements include building a longitudinal slope along the deck to facilitate drainage, constructing Caltrans Type R (Mod) approach slabs at each end of the bridge, replacing the expansion joints, installing a retaining wall from the south-west corner of the rehabilitated structure to approximately Robin Circle, and repairing some localized scour at the north abutment.

3.4 Construction Methods

3.4.1 Bridge Rehabilitation

El Dorado County proposes to rehabilitate the existing bridge structure. The County will replace the bridge deck with a wider, cast-in-place, reinforced concrete deck; install approach slabs on each side of the bridge; install new railings; repair localized scour at the north abutment, and refurbish the existing paint system. No bridge or roadway re-alignment is anticipated. Minor adjustments to the roadway profile will be necessary to improve longitudinal drainage along the bridge and to allow modifications to the abutment seat.

The new 31.33 ft wide deck will be installed using two construction stages to maintain one 10 ft traffic lane at all times. The wider deck will incorporate two 11 ft travel lanes with 3 ft shoulders. Existing substandard and outdated rail barriers will be replaced with code-compliant modern see-through barriers. Original steel elements of the bridge will either be 1) transported offsite to be cleaned and repainted, or 2) cleaned and painted onsite in accordance with applicable lead-based paint regulations and Caltrans specifications.

Two construction stages will be needed to maintain continuous traffic flow on the bridge while replacing and widening the concrete deck, rehabilitating and relocating the existing plate girders, and constructing the bridge approaches. In the first stage of construction, the roadway will be reduced to one controlled lane for both directions of traffic along one side of the existing bridge, using temporary railing and a timed signal. Two girders will then be relocated, prior to casting the first phase of the deck replacement.

In the second stage of construction, traffic will use the new portion first phase of the replacement deck, with one controlled lane for both directions of traffic. The second half of the existing concrete deck will be removed, the other two existing girders relocated, and the second stage of the concrete deck will be placed and connected to the first stage with a closure pour. After construction of the deck replacement, bridge approaches, and retaining wall, traffic will be rerouted to the final configuration.

3.4.2 Bridge Approach Structures

To accommodate the increased width of the new bridge deck and ensure a smooth profile transition, modified approach slab structures will be used at each end of the bridge. The approach structures will be installed within the footprint of the existing bridge footings and will cantilever past the existing wing walls to support the widened travel way. The roadway approach width will be tapered to match the width of the approach structures and new bridge deck. Minor surface grinding of the existing pavement may be necessary at conform locations to match the elevation of the new bridge pavement to the existing pavement. No excavation for road sub-base is expected outside the existing roadway/ fill prism.

In order to accommodate the proposed bridge and approach improvements within the existing ROW, a retaining wall will be constructed. The retaining wall will be located along the west side of Silver Fork

Road between Robin Circle and the southwest corner of the rehabilitated bridge. Excavation associated with the construction of the retaining wall will occur within the nonnative fill prism of the existing road bed.

3.4.3 Scour Repair

Repair of the localized scour at the north abutment will require an in-stream water diversion of a small portion of the South Fork American River. Flows would be maintained through the existing channel under the bridge. Diversion methods may include the use of water pillows, rock, sandbags, sheet piling, pipes or coffer dams, or other structural methods approved by the Project Engineer and CDFW. Scour repair will occur during the river's low flow season. During repairs a containment barrier will be installed to prevent flows in or out of the repair area. A grout/pea gravel mixture will then be used to repair scoured areas of the foundation.

3.4.4 Construction Staging and Right of Way

Construction materials and equipment will be staged primarily at the intersection of Silver Fork Road and Robin Circle south of the bridge, where there is a wide cul-de-sac. No staging will occur on APN 012-303-02 beyond the existing County ROW. The existing fence located within the County ROW on APNs 012-303-02 and 12-302-08 will be reconstructed on the property line at the completion of the project.

Temporary construction easements to install a retaining wall and relocate fencing will be necessary. It is anticipated that a portion of APN 012-302-18 will be acquired by the County to perfect the existing right of way where Silver Fork Road lies on private property. Silver Fork Road currently traverses a portion of APN 012-302-18. The portion of APN 012-302-18 to be acquired is already paved roadbed.

Best management practices will be implemented during construction to prevent concrete, lead paint or other materials from entering South Fork American River and other waters unnecessarily. General bridge construction equipment expected to be used includes, but is not limited to: haul trucks, cranes, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles.

3.4.5 Utilities

Utilities in the Project area include a four-inch diameter water line that runs along the west edge of the bridge. An existing abandoned cable TV line (assumed) occurs along the seat of the north abutment and west girder. Based on available information there are no other utilities identified in the vicinity of the bridge (CH2M HILL 2014).

The Kyburz Mutual Water Company has plans to replace and potentially relocate the existing water line along the bridge. The existing four-inch diameter water line alignment is shown on Figure 3. The ultimate alignment of the water line will be determined during final design. The line may be relocated from its current location on the west side of the bridge and attached to the east side or may be carried between the bridge girders. The relocation will occur within the existing ROW. Relocation may require trenching within the road prism and may encounter native soils.

3.5 Construction Contract

Transportation would retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed Project activities and for implementing construction-related mitigation measures.

Transportation would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed Project in accordance with the Public Contract Code of the State of California, the State of California Department of Transportation Standard Plans and Standard Specifications, and the Contract, Project Plans, and Project Special Provisions under development by Transportation. The following are a combination of standard and project-specific procedures/requirements applicable to Project construction:

- Construction contract special provisions will require that a Traffic Management Plan be prepared. The Traffic Management Plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The Traffic Management Plan will address the coordination issues for residential access during short-term road closures during the construction window as applicable;
- Contract special provisions will require compliance with El Dorado County Air Quality Management District (AQMD) Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions;
- Contract provisions will require notification of Transportation and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any be discovered during project construction;
- Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation.
- Transportation or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;
- Transportation and its construction contractors will comply with the current State of California Standard Specifications written by the State of California Department of Transportation, for public service provision; and
- The Project would comply with El Dorado County General Plan Policy 6.5.1.11 pertaining to construction noise.
- The County will install ESA fencing as shown in the Caltrans approved Cultural Resources documents.
- Contract provisions will require the existing paint system be handled in accordance with Caltrans Standard Special Provisions for removal of lead paint (Provision 14-11.08, Disturbance of Existing Paint Systems on Bridges).

3.6 Project Schedule

Transportation expects to construct the Project in the summer of 2016.

4. Initial Study Checklist and Supporting Documentation

4.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 18 environmental categories are addressed in this section:

• Aesthetics	• Land Use and Planning
• Agricultural and Forestry Resources	• Mineral Resources
• Air Quality	• Noise
• Biological Resources	• Population and Housing
• Cultural Resources	• Public Services
• Geology and Soils	• Recreation
• Greenhouse Gas Emission	• Transportation/Traffic
• Hazards and Hazardous Materials	• Utilities/ Service Systems
• Hydrology and Water Quality	• Mandatory Findings of Significance

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **“No Impact”** means that no impact to the environment would occur as a result of implementing the Project.
- **“Less than Significant Impact”** means that implementation of the Project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **“Potentially Significant Impact”** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

4.2 Setting, Impacts, and Mitigation Measures

4.2.1 Aesthetics

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS—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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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 day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project occurs in the Sierra Nevada, at an elevation ranging from of approximately 4,070 to 4,100 ft above sea level. The Project is located in a residential/ urban setting in the community of Kyburz in unincorporated El Dorado County. The project area includes existing ROW and portions of private parcels. The project vicinity includes the existing roads, disturbed areas along the road shoulders, driveways, homes and accessory structures, horticultural landscaping near homes, Ponderosa Pine Forest in upland areas, and Alder Riparian adjacent to the South Fork American River.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** A scenic vista refers to the view of an area that is visually or aesthetically pleasing. Aesthetic components of a scenic vista include; 1) scenic quality, 2) sensitivity level, and 3) view access.

Table 5.3-1 of the General Plan EIR identifies multiple scenic views and resources in the County. The South Fork American River corridor is identified as a scenic resource and scenic view as per Table 5.3-1 of the General Plan EIR (El Dorado County 2004a). Silver Fork Road is not identified in Table 5.3-1 of the General Plan EIR.

The Project consist of deck replacement, deck widening, and rehabilitation of the existing structure. The rehabilitated bridge will be visually consistent with the existing structure and other transportation infrastructure in the vicinity of the Project. Impacts to the scenic resource/ scenic view designation of South Fork American River corridor is considered less-than significant.

- b) ***Less Than Significant Impact.*** U.S 50 between Echo Summit and Placerville is a state-designated scenic highway. The Project is located approximately 530 ft south of U.S. 50. Westbound traffic on U.S. 50 likely has brief views of the existing bridge through the corridor of trees that occur between U.S. 50 and the Project site. Eastbound U.S. 50 traffic likely has partial views of the existing bridge as they pass the Silver Fork Road/U.S. 50 intersection. The posted speed limit on

U.S. 50 in this area is 55 mph. The travelling public's awareness of the bridge and its appearance is significantly reduced when travelling in a vehicle at 55 mph.

The rehabilitated bridge will be visually consistent with the existing structure and will not significantly affect the views from U.S. 50. Visually the pre and post project conditions will be similar. Project impacts are considered less-than significant.

- c) **Less Than Significant Impact.** See discussion of a) and b) above.
- d) **No Impact.** The Project does not introduce any new source of light or glare.

4.2.2 Agricultural and Forestry Resources

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

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

The Project is located in a residential area in the Sierra Nevada. The Project area is outside of the area mapped as part of the States Farmland Mapping and Monitoring Program (California Department of

Conservation 2014c). No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area. The Project area is located outside of the area identified as ‘Timber Production Zone’ on Exhibit 5.2-4 (Timber Production Zones) of the County General Plan EIR (El Dorado County 2004a).

Potential Environmental Effects

- a) **No Impact.** No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area.
- b) **No Impact.** See response for item a).
- c) **No Impact.** The proposed Project is consistent with the existing zoning and does not include any rezoning activities.
- d) **Less Than Significant Impact.** The proposed project may have temporary impacts to forest land (as defined in Public Resources Code section 12220(g)). Temporary impacts will result from the pruning trees and removal of vegetation to allow temporary construction access. The proposed Project is being constructed within the existing County right of way and will not result in a permanent loss of forest land or conversion of forest land.
- e) **No Impact.** Excluding temporary vegetation impacts the project is not anticipated to involve other changes in the existing environment that could result in conversion of Farmland or forest land.

4.2.3 Air Quality

III. AIR QUALITY— Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project area is located in the Mountain Counties Air Basin (MCAB). The San Francisco Bay Area Air Basin and the Sacramento Valley Air Basin are located to the west, and the San Joaquin Valley Air Basin is located to the south. Climate in the MCAB relate to elevation and proximity to the Sierra Ridge. Precipitation is greater and temperatures are lower at higher elevations. Summer temperatures in the project area are in the mid- to upper nineties. Winter temperatures are in the upper thirties to lower forties.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_x) combine to form ground level ozone, or smog.

Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). El Dorado County is currently in severe nonattainment status for the 8-hour ozone NAAQS and nonattainment status for PM 2.5. The County is in nonattainment status for and for the 1-hour ozone, 8-hour ozone, and PM10 CAAQS.

The El Dorado County Air Quality Management District (AQMD) administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following District rules apply to the Project:

- **Rule 205 (Nuisance):** Prohibits the discharge of air containments which cause injury, detriment, nuisance, or annoyance.
- **Rule 207 (Particulate Matter):** Limits the quantity of PM through concentration limits.
- **Rule 223 (Fugitive Dust):** Limits the amount of PM and asbestos PM entrained in the atmosphere.
- **Rule 224 (Cutback and Emulsified Asphalt Paving Materials):** Limits emissions of ROGs from the use of cutback and emulsified asphalt paving materials, paving, and maintenance operations.
- **Rule 233 (Stationary Internal Combustion Engines):** Limits emissions of NO_x and CO from stationary internal combustion engines. (This rule applies to any stationary internal combustion engine rated at more than 50 brake horsepower, operated on any gaseous fuel or liquid fuel, including liquid petroleum gas (LPG), gasoline, or diesel fuel.)

El Dorado County AQMD’s Guide to Air Quality Assessment (2002) specifies specific daily emissions thresholds that can be used to determine the significance of project emissions. The EDCAQMD considers a significant cumulative impact to occur if the project requires a change in the existing land use designation (i.e., general plan) and would individually exceed the project-level thresholds of significance. Thresholds of significance for specific pollutants of concern are as follows:

- ROG: 82 lbs/day
- NOx: 82 lbs/day
- PM10: AAQS

Potential Environmental Effects

The Project would result in short-term, temporary air pollutant emissions from construction activities. Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District’s *Road Construction Emissions Model, Version 7.1.1* as recommended in the El Dorado County AQMD Guide to Air Quality Assessment. The results are in Table 1.

Table 1. Estimated construction emissions.

Project Phases	ROG lbs/day	CO lbs/day	NOx lbs/day	PM10 lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day
Grubbing/land clearing	0.1	0.8	1.3	8.7	0.1	1.8
Grading/excavation	0.1	0.7	1.1	8.7	0.0	1.8
Drainage/utilities/sub-grade	0.1	0.8	1.1	8.7	0.0	1.8
Paving	0.1	0.8	0.5	0.0	0.0	-
Maximum lbs/day	0.1	0.8	1.3	8.7	0.1	1.8
Significance Threshold	82	AAQS	82	AAQS	N/A	N/A
Significant?	NO	NO	NO	NO	N/A	N/A

Notes: Data entered to emissions model: Project Start Year: 2016; Project Length (months): 6; Total Project Area (acres): 0.868; Total Soil Imported/Exported (yd³/day): 0. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

- a) **No Impact.** The proposed Project is identified in the Sacramento Council of Governments’ *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035* (Sacramento Council of Governments 2012). Projects included in the Metropolitan Transportation Plan have been determined to be consistent with the planning goals of the State Implementation Plan.
- b) **Less Than Significant Impact.** El Dorado County is in nonattainment status for both federal and state ozone standards and the state PM10 standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. Project construction would create short-term increases in ROG, NOx, and PM10 emissions from vehicle and equipment operation. None of the estimated emissions exceed the County’s significance thresholds (Table 1). The Project would not

generate additional traffic on Silver Fork Road. No operational emissions will result from the Project.

c) **No Impact.** Cumulative net increases of criteria pollutants have been evaluated in the *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035* (SACOG 2012). This Project is referenced and evaluated in the *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035*. Also see the response for item b).

d) **Less Than Significant Impact.** Adjacent residences have the potential to be exposed to PM10, PM2.5, CO, ROG, and NOx during construction. These impacts are considered less than significant due to the limited nature of the Project and short-term construction period.

The Project is not located within an area known to contain naturally occurring asbestos (NOA) or an area “more likely to contain naturally occurring asbestos” (California Department of Conservation 2000, El Dorado County 2005).

e) **Less Than Significant Impact.** Construction activities would involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions.

4.2.4 Biological Resources

IV. BIOLOGICAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the Project’s Natural Environment Study (NES; Sycamore Environmental 2014). The NES is a standard Caltrans report format for documenting and evaluating the potential Project impacts to biological resources. The NES concludes the following regarding special-status species Project area:

- The Project area does not provide habitat for federal-listed wildlife or plant species. There is no critical habitat in the Project area and the Project will not affect critical habitat.
- The Project area does not provide habitat for State-listed wildlife or plant species.
- The Project area provides suitable habitat for several other California Department of Fish and Wildlife (CDFW; formerly Department of Fish and Game) special-status species, including foothill yellow-legged frog (*Rana boylei*), Pallid bat (*Antrozous pallidus*), birds of prey and birds protected under the Migratory Bird Treaty Act (MBTA),
- The Project area provides suitable habitat for 7 special-status plants ranked by the California Native Plant Society (CNPS).
 - scalloped moonwort (*Botrychium crenulatum*)
 - western goblin (*Botrychium montanum*)
 - mud sedge (*Carex limosa*)
 - saw-toothed lewisia (*Lewisia serrata*)
 - northern adder’s-tongue (*Ophioglossum pusillum*)
 - Stebbins’ Phacelia (*Phacelia stebbinsii*)
 - Sierra blue grass (*Poa sierrae*)

Natural communities that occur in the Project area are shown in Table 2 (Sycamore Environmental 2014). The South Fork American River, the wetland, Channel 1, and the alder riparian community are considered sensitive natural communities in the Project area.

Table 2. Natural Communities in the Project area

Natural Community	Vegetation Alliance and CDFW Alliance Code ¹	Rarity Rank ²	Acreage
<i>Upland Vegetation</i>			
Ponderosa Pine Forest	<i>Pinus ponderosa</i> Forest Alliance (87.010.00)	G5 S4	0.239
Alder Riparian	<i>Alnus rhombifolia</i> Forest Alliance (61.420.00)	G4 S4	0.027
Ruderal	--	--	0.017
<i>Aquatic Communities</i>			
South Fork American River (Perennial)	--	--	0.099

Channel 1 (Intermittent)	--	--	0.004
Wetland	<i>Juncus mexicanus</i> Herbaceous Alliance (45.562.02)	G5 S4	0.027
<i>Other Cover Types</i>			
Paved Roads	--	--	0.455
Total:			0.868

¹ Vegetation alliances based on descriptions and classification methods in Sawyer et al. (2009); codes from CDFW (2010).

² Rarity ranking follows NatureServe's Heritage Methodology and is based on degree of imperilment as measured by rarity, trends, and threats. State (S) ranks of 1-3 are considered highly imperiled (CDFW 2010).

The South Fork American River is a perennial channel that flows west under the Silver Fork Road bridge in the Project area. The South Fork American River is a potential waters of the U.S. The South Fork American River is a Central Valley Drainage Resident Rainbow Trout Stream, a sensitive natural community tracked by the CNDDDB.

Alder riparian occurs along the South Fork American River in the Project area. Alder riparian in the Project area is part of the stream zone protected by Fish and Game Code Section 1600. The composition of vegetation in this community is classified as montane riparian by the El Dorado County General Plan EIR (2004a). Montane riparian is considered a sensitive natural community in the El Dorado County General Plan EIR (2004a). The alder riparian in the Project area occurs in a relatively thin band between Ponderosa pine forest and the South Fork American River. It is sparse and there are few trees present.

An approximately 0.027 acre of wetland occurs in the Project area just south of US 50 near the intersection of US 50 and Silver Fork Road. Channel 1 is a roadside drainage that drains to the South Fork American River northeast of the existing bridge, flow is an intermittent. Channel 1 was aligned into its current location during the original road, Highway, and bridge construction. Channel 1 and the wetland in the Project area are both potential waters of the U.S. (Sycamore Environmental 2013).

Potential Environmental Effects

- a) ***Potentially Significant Unless Mitigation Incorporated.*** The Project area does not provide habitat for federal-listed wildlife or plant species. There is no critical habitat in the Project area and the Project will not affect critical habitat. The Project area does not provide habitat for State-listed wildlife or plant species.

The Project area provides suitable habitat for other California Department of Fish and Wildlife (CDFW; formerly Department of Fish and Game) special-status species, including foothill yellow-legged frog (FYLF, *Rana boylei*), Pallid bat (*Antrozous pallidus*), and birds of prey and birds protected under the Migratory Bird Treaty Act (MBTA).

FYLF were not observed during the general biological surveys conducted in the Project area. The South Fork American River in the Project area provides habitat for FYLF. BIO-1 will be implemented to protect FYLF and will reduce potential impact Less Than Significant.

Measure BIO-1

- *A qualified biologist shall conduct a preconstruction survey for FYLF within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the Project area.*
- *A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the Project area to monitor for FYLF.*
- *During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has moved away from the construction zone.*

No pallid bats were observed during the general biological surveys conducted in the Project area. Trees and structures in and near the Project area provide marginal roosting habitat for Pallid bat. BIO-2 will be implemented to protect Pallid bat and will reduce potential impact Less Than Significant.

Measure BIO-2

- *A qualified biologist shall conduct a preconstruction survey for roosting bats within 2 weeks prior to the start of construction. If roosting is occurring, the County will contact CDFW for additional guidance on bat avoidance and impact minimization during bridge rehabilitation activities.*

The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). BIO-3 will be implemented to avoid impacts to birds of prey and birds listed by the MBTA.

Measure BIO-3

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from February 15 to September 1.

Bridge-Nesting Birds

In California, bridge-nesting swallows typically 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. Although swallows are unlikely to nest on the Silver Fork Road Bridge, other migratory birds may attempt to nest under the bridge. Black phoebes and Stellar’s jays occur in the area and are known to nest on bridges. Measures should be taken to prevent establishment of nests prior to construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. This can be done by:

- *The contractor or County can visit the site weekly and remove partially completed nests using either hand tools or high pressure water; and/or*

- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Vegetation may be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.*
- *If construction or vegetation removal begins between 15 February and 1 September, a qualified biologist shall conduct a survey for active bird of prey nests within 250 ft and active MTBA bird nests within 100 ft of the Project Study Area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.*

No Active Nests Found:

- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 1. *Stop all work within a 100-ft radius of the discovery.*
 2. *Notify the Engineer.*
 3. *Do not resume work within the 100-ft radius until authorized.*
- *The biologist shall establish a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Table 3. Bird Species Protection Areas

<i>Protected Bird Type</i>	<i>Size of Protection Area (ESA)</i>
<i>Bird of prey</i>	<i>250 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 1. *Do not enter the ESA unless authorized.*
 2. *If the ESA is breached, immediately:*

- a. *Secure the area and stop all operations within 60 feet of the ESA boundary.*
 - b. *Notify the Engineer.*
3. *If the ESA is damaged, County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
 - *The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size 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 factors.*
 - *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or 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 identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

The Project area provides suitable habitat for 7 special-status plants ranked by the California Native Plant Society (CNPS). These species were not observed in the Project during a botanical survey conducted during the evident and identifiable period. No impact will occur.

- b) ***Potentially Significant Unless Mitigation Incorporated.*** The South Fork American River, the wetland, Channel 1, and the alder riparian community are considered sensitive natural communities in the Project area and are listed in Table 2. Impacts to the South Fork American River, the wetland, and Channel 1 channel are discussed under Item c below.

The alder riparian in the Project area occurs in a relatively thin band between Ponderosa pine forest and the South Fork American River. It is sparse with few trees present. The Project will result in 0.001 acre of permanent impact and 0.026 acre of temporary impacts to alder riparian. Temporary impacts will result from the pruning and removal of vegetation to allow temporary construction access. Implementation of measure BIO-4 below will reduce potential impacts to the alder riparian community to less than significant.

- c) ***Potentially Significant Unless Mitigation Incorporated.*** The Project has been designed to minimize impacts to potential water of the U.S. including wetlands as defined by Section 404 of the Clean Water Act including the South Fork American River and Channel 1. The wetland, also a potential water of the U.S., will not be affected by the proposed Project.

The Project will not result in permanent impacts to the South Fork American River. The temporary water diversion needed to repair the north abutment will result in 0.099 acre of temporary impacts to the South Fork American River and is discussed below. Repair of the localized scour at the north abutment will occur within the existing footprint of the bridge structure and does not result in new permanent impacts to the South Fork American River.

The Project will not result in permanent impacts to Channel 1. Channel 1 may be reshaped to accommodate the installation of the approach structures but will remain parallel to Silver Fork Road. The Project will result in 0.004 acre of temporary impacts to Channel 1 resulting from reshaping. Implementation of BIO-4 as well as will reduce Project impacts to potential water of the U.S. including wetlands as defined by Section 404 of the Clean Water Act.

Measure BIO-4

- *Mark the limits of construction with temporary fencing to prevent affecting South Fork American River, Channel 1, the wetland, and alder riparian unnecessarily.*
- *Prior to construction, fencing will be installed around the protected wetland.*
- *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.*
- *Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation.*
- *Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species in accordance with Appendix E of the Project NES. Reseeded areas will be covered with a biodegradable erosion control fabric to prevent erosion and downstream sedimentation. The project engineer will determine the specifications needed for erosion control fabric (e.g., shear strength) based on anticipated maximum flow velocities and soil types. The seed type will consist of commercially available native grass and herbaceous species. No seed of nonnative species will be used unless certified to be sterile.*

d) **Less Than Significant Impact.** The Project area is not located within a County-designated Important Biological Corridor (El Dorado County 2004b). Construction of the project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Daytime construction activities will result in minimal disruption of nocturnal wildlife movement. Although construction disturbance may temporarily hinder wildlife movements within the project area, the impact is less than significant due to its short-term nature.

e) **No Impact.** The Project area does not include oak woodlands and the Project does not propose removal of any oaks. Tree removal will be minimized to the maximum extent possible. A ponderosa pine (dbh approximately 17 in) located along the east side of Silver Fork road south of the bridge will require removal to accommodate installation of the approach structure in this location. A small pine tree located near the northwest corner of the bridge may require removal to accommodate a realigned drainage outlet. A small number of white alder saplings may also be removed during the minor reshaping of Channel 1. The final tree removal determination will be made by El Dorado County.

There is no specific regulatory protection for the non-oak woodland. Implementation of BIO-4 will reduce potential impacts associated with removal of white alder saplings from Channel 1. The Project does not conflict with any local policies or ordinances protecting biological resources.

- f) **No Impact.** The Project is not located in an area covered by a habitat or natural community conservation plan. El Dorado County is currently preparing an Integrated Natural Resources Management Plan to identify important habitats in the county and establish a program for the management and preservation of these areas. The plan is still in process and is not anticipated to be adopted until after this Project has been completed.

4.2.5 Cultural Resources

V. CULTURAL RESOURCES—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Tremaine & Associates, Inc. (Tremaine) prepared an Archaeological Survey Report (ASR) for the Project. The ASR included a records search and literature review, an intensive pedestrian survey, and consultation with the Native American community and local preservation societies.

Excavation associated with the proposed Project will occur almost entirely within the existing road prism which is composed of nonnative fill material. The Kyburz Mutual Water Company has plans to replace and potentially relocate the water line along the bridge. The existing four-inch diameter water line alignment is shown on Figures 3 and 4. The ultimate alignment of the water line will be determined during final design. The line may be relocated from its current location on the west side of the bridge and attached to the east side or may be carried between the bridge girders. Relocation may require trenching within the road prism and may encounter native soils. The exact depth of trenching/ excavation required to relocate the existing water line will be determined during final design. The existing water line ranges from approximately 24 to 30 inches below the ground surface.

The existing bridge, built in 1953, is classified as structurally deficient and has been determined ineligible for listing in the National Register of Historic Places (Tremaine 2014). An intensive pedestrian survey was conducted of the Project area on 23 October 2013. One previously recorded cultural resource is located adjacent to the Project area. The cultural resource is located adjacent to and outside Project disturbance footprint and will be avoided during construction.

Potential Environmental Effects

- a) **No Impact.** An intensive pedestrian survey and records search were conducted in support of the ASR. No historic resources were discovered in the Project area (Tremaine 2014). The existing bridge, built in 1953, is classified as structurally deficient. The bridge has been determined ineligible for listing in the National Register of Historic Places (Tremaine 2014).
- b) **Less Than Significant Impact.** One previously recorded cultural resource is located adjacent to the Project area. The cultural resource is located adjacent to and outside Project disturbance footprint and will be avoided during construction. Given the location of the previously recorded cultural resource outside the disturbance footprint the Project does not appear to have the potential to impact the previously recorded cultural resource impact or any other archaeological site (Tremaine 2014). As a precautionary measure to ensure avoidance of the previously recorded cultural resource outside the disturbance footprint the County will implement the Caltrans approved *Environmentally Sensitive Area (ESA) Action Plan* (CULT-1) measure below.

Measure CULT-1

- *The County will install ESA fencing as shown in the Caltrans approved ESA Action Plan.*

- c) **No Impact.** Paleontological resources in El Dorado County are associated with limestone cave deposits, occurrences of the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004a). Because these resources do not occur in the project area, no impact will occur. The site does not contain any other unique geologic features.
- d) **Less Than Significant Impact.** The Project ASR documents that no known cemeteries or burials occur within the project study area (Tremaine 2014). Should human remains be discovered during the excavation portion of the Project, the project description includes contract provisions that will require notification of Transportation and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.9 et seq.

4.2.6 Geology and Soils

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/> | <input checked="" 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 waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Regional Geology: El Dorado County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Range and Basin provinces. Steep-sided hills and narrow rocky stream channels characterize the Sierra Nevada province. This province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciations and additional volcanic activity are factors that led to the east-west orientation of stream channels. (El Dorado County 2004a).

The southwestern foothills of El Dorado County are composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite. The northwestern areas of the county consist of the Calaveras Formation, which includes metamorphic rock such as chert, slate, quartzite, and mica schist. The higher peaks in the County consist primarily of igneous and metamorphic rocks with granite intrusions, a main soil parent material at the higher elevations (El Dorado County 2004a).

Seismicity: Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California. The County’s fault systems and associated seismic hazards are described below (El Dorado County 2004a).

Fault Systems: Earthquakes are associated with the fault systems in a particular area. The distribution of known faults in El Dorado County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. Fault systems mapped in western El Dorado County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust. The Project area is located in the American River Market Area and has no late quaternary faults mapper (El Dorado County 2004a). The section of East Bear Fault in the project area is classified as a well-located Pre-Quaternary (inactive) fault.

No active faults have been identified in El Dorado County. One fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault; therefore, it represents the only potentially active fault in the county. All other faults located in El Dorado County are classified as pre-Quaternary (inactive).

Soils: Soils on the west slope of El Dorado County consist of well-drained silt and gravelly loams divided into two physiographic regions, the Lower and Middle Foothills and the Mountainous Uplands. There are a total of eight soil associations in western El Dorado County.

The only mapped soil unit in the Project area is Chaix-pilliken coarse sandy loam, 5 to 30 percent slopes. The Chaix series consists of well-drained soils derived from residuum weathered from granite (Sycamore Environmental 2013). Permeability is moderately rapid and surface runoff is medium to rapid.

Potential Environmental Effects

a) ***a-i) No Impact.*** No active faults have been identified in El Dorado County. Therefore, the Project will not rupture a fault mapped on the most recent Alquist-Priolo Earthquake Fault Zoning Map. No impacts are anticipated.

a-ii) No Impact. The Project is not in a seismic hazard zone (California Department of Conservation 2014b). No impacts are anticipated.

a-iii) No Impact. No portion of El Dorado County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, El Dorado County and the Project site are not considered to be at risk from liquefaction hazards.

a-iv) No Impact. No portion of El Dorado County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, El Dorado County and the Project site are not considered to be at risk from earthquake-induced landslides.

The California Division of Mines and Geology (DGM) conducted detailed geologic and slope stability mapping along the US 50 corridor from Riverton to Strawberry (California Department of Conservation 1997). Kyburz and the Project area are within the limits of the DMG study. The DMG study identified the surface geology of the Project area to include both quaternary stream and channel deposits and quaternary alluvium. The DMG study did not identify any quaternary colluvium and or landslide deposits in Project area (California Department of Conservation 1997).

b) ***Less Than Significant Impact.*** The Project requires minimal grading of approximately a maximum of 0.868 ac. Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff best management practices (BMPs). Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed on the banks of the South Fork American River will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.

c) ***No Impact.*** The project area is underlain by granitic bedrock of Mesozoic age (California Department of Conservation 2014a). The DMG study identified the surface geology of the Project area to include both quaternary stream and channel deposits and quaternary alluvium (California

Department of Conservation 1997). Soils on site are not susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. No impacts are anticipated from unstable soil.

- d) **Less Than Significant Impact.** The coarse sandy loam soils in the Project area have a low shrink-swell potential NRCS 1974).
- e) **No Impact.** The proposed Project is a surface transportation project. Septic tanks and alternative wastewater disposal systems are not part of the Project.

4.2.7 Greenhouse Gas Emissions

VII. GREENHOUSE GAS EMISSIONS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/>

Environmental Setting

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of Silver Fork Road and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

The El Dorado County Air Quality Management District’s (EDCAQMD) has not adopted GHG emissions significance thresholds for development projects. Given the lack of locally adopted GHG emissions significance thresholds the EDCAQMD recommends using significance criteria adopted by the San Luis Obispo Air Pollution Control District (SLOAPCD) to determine the significance of GHG emissions for CEQA. SLOAPCD developed the GHG Emissions Significance Thresholds table below (Table 1). Projects to “screen out” those below the thresholds as their impacts would be less than significant.

SLOAPCD GHG Emissions Significance Thresholds.

Significance Determination Thresholds	
GHG Emission Source Category	Operational Emissions
Non-stationary Sources	1,150 MTCO ₂ e/yr OR 4.9 MT CO ₂ e/SP/yr
Stationary Sources	10,000 MTCO ₂ e/yr

SP = service population, which is resident population plus employee population of the project

Potential Environmental Effects

- a) **Less Than Significant Impact.** The proposed Project does not increase the capacity of Silver Fork Road and would not increase operational GHG levels. Construction of the proposed Project would generate short-term emissions of greenhouse gases. The Sacramento Metropolitan Air Quality Management District (SMAQMD’s) *Roadway Construction Emissions Model Version 7.1.5.1* was used to estimate reactive organic gasses (ROG, includes methane) and CO₂ emissions from the proposed Project.

The EPA’s ‘Greenhouse Gas Equivalencies Calculator’ provides users a means to convert various emissions data into CO₂ equivalencies (CO₂e). Results from the *Roadway Construction Emissions Model* were entered into the EPA calculator to determine estimated total Project CO₂e. The Project will require approximately 6 months or 143.1 days to complete. The total CO₂e estimate was then divided by two to provide a yearly CO₂e estimate.

Based on the Roadway Construction Emissions Model Project construction is estimated to produce approximately:

- ROG = 0.7 MT for Project (includes methane).
- CO₂ = 701.0 MT for Project

Using the EPA CO₂e calculator the total estimated Project CO₂e is approximately 719 MT. On a yearly basis this equals approximately 360 MTCO₂e. The County has not yet quantified thresholds for construction activities. However, the construction emissions would be well below the lowest SLOAPCD threshold (1,150 MTCO₂e/yr) for non-stationary sources. Project impacts are considered less than significant.

It is important to note that the SLOAPCD threshold was developed to evaluate operational GHG emissions and does not specifically apply to construction emissions. Since construction emissions are temporary, as opposed to annual, utilizing the SLOAPCD operational threshold represents a conservative assessment of potential construction impacts.

- b) **Less Than Significant Impact.** EDCAQMD has not yet adopted a qualified plan, policy, or regulation to reduce GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is Assembly Bill (AB) 32, which codified the State’s future GHG emissions reduction targets.

ARB adopted the AB 32 Scoping Plan as a framework for achieving AB 32. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG

emissions. These strategies are geared towards sectors and activities that generate significant amounts of GHGs. For example, the majority of measures address building, energy, waste and wastewater generation, goods movement, on-road transportation, water usage, and high global warming potential gases. Activities associated with the Project are not considered by the AB 32 Scoping Plan as having a high potential to emit GHGs. This statement is substantiated by the project-level emissions analysis, which demonstrates that the GHG emission. Consequently, none of the AB 32 reduction strategies are applicable to construction of the project. Implementation of the Project would therefore not conflict with implementation of AB 32.

4.2.8 Hazards and Hazardous Materials

VIII.HAZARDS AND HAZARDOUS MATERIALS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list') was conducted as part of the Project scoping process. No listed hazardous materials or waste sites were reported within or near the project site. The September 2012 *Field Inspection Report* (CH2MHill 2012) included sampling and analysis of the existing bridge paint system. A total five locations were sampled and are listed below:

1. Abutment 2 Bay 3 Diaphragm
2. Girder 4 near Abutment 2
3. Abutment 1 Bay 3 Diaphragm
4. Girder 4 near Abutment 1
5. Girder 1 near Abutment 1

All paint samples were tested for the presence of lead. The fifth sample was tested for chromium and zinc as well as lead. The results are presented in the table below.

Paint System Testing Results (CH2M HILL 2012)

Sample Number	Concentration Parts Per Million (ppm)		
	Lead (Pb)	Chromium (Cr)	Zinc(Zn)
1	98,000	Not tested	Not tested
2	87,000	Not tested	Not tested
3	11,0000	Not tested	Not tested
4	94,000	Not tested	Not tested
5	19,0000	320	370

The HUD/Cal-OSHA action levels for lead are 0.5 percent lead by weight, or 5,000 ppm. Cal-OSHA Lead Standard states that work which involves the disturbance of materials containing more than 0.5 percent lead by weight, or 5,000 ppm, or if the permissible exposure limit of airborne lead particulate of 50 micrograms per cubic meter of air is exceeded, then the work must be conducted in accordance with the Standard.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) ***Less Than Significant Impact.*** Lead levels present in the bridge paint samples are above the federal and state action thresholds for lead contaminated paint. Specialized methods will be used to remove the existing paint system during completion of the proposed Project. Original steel elements of the bridge will either be 1) transported offsite to be cleaned and repainted, or 2)

cleaned and painted onsite in accordance with applicable lead-based paint regulations. Contract provisions will require the existing paint system be handled in accordance with Caltrans Standard Special Provisions for removal of lead paint (Provision 14-11.08, Disturbance of Existing Paint Systems on Bridges).

- c) **No Impact.** The closest school is the Silver Fork School located at 1325 Sugarloaf Avenue in Kyburz, approximately 0.9 mile west of the Project. As noted above, the Project would involve the short- term handling of hazardous materials during construction. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.
- d) **No Impact.** No listed hazardous materials or waste sites occur within or near the project site.
- e) **No Impact.** The Project is not located within two miles of a public airport or public use airport and no private air strips occur in close proximity to the Project.
- f) **No Impact.** See response of item e) above.
- g) **Less Than Significant Impact.** Two construction stages with one controlled lane for both directions of traffic will be used to maintain continuous traffic flow on the bridge while replacing and widening the concrete deck, rehabilitating and relocating the existing plate girders, and constructing the bridge approaches. The County will prepare a traffic control plan in conjunction with the engineering plans. The Project will not require a detour. Project construction activities would be coordinated with local law enforcement and emergency services providers.
- h) **Less Than Significant Impact.** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury or death involving wildland fires. The use of one controlled lane for both directions of traffic during the two stage construction process could potentially result in a minor increase in risk from wildland fires. Project construction activities would be coordinated with local law enforcement and emergency services providers.

4.2.9 Hydrology and Water Quality

IX. HYDROLOGY AND WATER QUALITY—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The Project is located in the in the South Fork American Hydrologic Unit (hydrologic unit code 18020129). The American River has been extensively dammed and diverted downstream of the Project area for hydroelectricity production as part of the Sacramento Municipal Utility District’s (SMUD) Upper American River Project (Sycamore Environmental 2013). Seasonal surface runoff is conveyed through the project site via roadside ditches.

The Project site is not listed as occurring in a 100-year floodplain. According to the FEMA/FIRM index panel (060 1 7CINDOB) for El Dorado County the project site falls within non-printed community panel no. 060 1 7C0600E in an area where flood hazards are undetermined but possible.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** The bridge rehabilitation will not violate water quality or waste discharge requirements. The Project requires soil disturbance of less than one acre and does not require a Section 402 NPDES permit. Implementation of the revegetation measures and water quality BMPs in BIO-4 will ensure long-term soil stabilization and protect of water quality during construction.
- b) ***No Impact.*** The Project would not involve any withdrawals from an aquifer or groundwater table.
- c) ***Less Than Significant Impact.*** The Project is the rehabilitation of an existing structure and will not alter the course of the South Fork American River and will not substantially change rate or amount of surface runoff present. Channel 1 may be reshaped to accommodate the installation of the approach structures but will remain parallel to Silver Fork Road.
- d) ***Less Than Significant Impact.*** See response to item c) above.
- e) ***Less Than Significant Impact.*** The Project would not provide additional sources of runoff compared with the existing bridge. The minor increase of impervious surface area resulting from

construction of the approaches and wider bridge deck is not expected to contribute to a substantial increase in water runoff from the site.

- f) **No Impact.** No additional impacts other than those discussed above are anticipated.
- g) **No Impact.** The Project is a roadway improvement project, and no housing development is associated with the Project.
- h) **Less Than Significant.** The Project will not further impede the available freeboard relative to the existing structure and therefore will not raise the flood flow elevation (CH2M HILL 2014). There is no history of flooding at the Project site (CH2M HILL 2014). The Project site is not listed as occurring in a 100-year floodplain. According to the FEMA/FIRM index panel (060 1 7CINDOB) for El Dorado County the project site falls within non-printed community panel no. 060 1 7C0600E in an area where flood hazards are undetermined but possible.

The County of El Dorado Community Development Agency, Transportation Division prepared a Location Hydraulic Study and Summary Floodplain Encroachment Report for the proposed Project. The study concludes that proposed Project will not have an impact on the base floodplain and does not constitute a significant floodplain encroachment (El Dorado County 2014a). Caltrans approved the Summary Floodplain Encroachment Report and its conclusions on 18 June 2014 (El Dorado County 2014b).

- i) **No Impact.** The Project will not expose people to higher levels of risk involving flooding. General Plan Policy 6.4.2.2 protects the life and property of County residents below dams by not allowing new critical or high occupancy structures (e.g., schools, hospitals) to be located within the inundation area resulting from failure of dams. The bridge is not a critical or high occupancy structure.
- j) **No Impact.** The Project is not in an area subject to seiche or tsunami.

4.2.10 Land Use and Planning

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. LAND USE AND PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The 2004 El Dorado County General Plan is the relevant land use plan for the project area. The General Plan designation of the parcels in the Project area is high density residential with a R1 (one-family residential) zoning designation (El Dorado County 2004b).

Potential Environmental Effects

- a) **No Impact.** The Project proposes to rehabilitate the existing bridge on the same alignment and would not physically divide an established community.
- b) **No Impact.** The project would not conflict with the goals, objectives or policies intended to mitigate environmental impacts adopted in the 2004 El Dorado County General Plan. Rehabilitation the existing bridge is identified as (El Dorado County 2013) a needed improvement (project number 77124) in the El Dorado County Community Development Agency, Transportation Division’s 2013 Adopted Capital Improvement Program (El Dorado County 2013).
- c) **No Impact.** The Project does not occur in an area covered by a habitat or natural community conservation plan. El Dorado County is currently preparing an Integrated Natural Resources Management Plan to identify important habitats in the County and establish a program for the management and preservation.

4.2.11 Mineral Resources

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

El Dorado County is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, gold in particular, are considered the most significant extractive mineral resource. Other metallic minerals found in the county include silver, copper, nickel, chromite, zinc, tungsten, mercury, titanium, platinum, and iron. Nonmetallic mineral resources include building stone, limestone, slate, clay, marble, soapstone, sand, and gravel (El Dorado County 2004a). The Project area is not located in an area mapped as an ‘Important Mineral Resource Area’ (El Dorado County 2004b).

Potential Environmental Effects

- a) **No Impact.**). The Project area is not located in an area mapped as an ‘Important Mineral Resource Area’ (El Dorado County 2004b). The Project would not impact the availability of mineral resources that are locally important or would be of value to the state.
- b) **No Impact.** See response to item a).

4.2.12 Noise

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. NOISE—Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The July 2004 El Dorado County General Plan Public Health, Safety, and Noise Element establishes policies and standards for noise exposures at noise sensitive land uses. The relevant policies are listed below:

Policy 6.5.1.9 Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 at existing noise-sensitive land uses.

Table 4 includes General Plan Table 6-1.

Table 4. Maximum allowable noise exposure for transportation noise sources (General Plan Table 6-1).

TABLE 6-1 MAXIMUM ALLOWABLE NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES			
Land Use	Outdoor Activity Areas¹ L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn} /CNEL, dB	L_{eq}, dB²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60 ³	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

¹ In Communities and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB L_{dn} shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB L_{dn} may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

- Policy 6.5.1.12** When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.
- A. Where existing or projected future traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant;
 - B. Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and

- C. Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise will be considered significant.

County General Plan Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the Project. General Plan Policy 6.5.1.11 notes that night time construction activities are allowed if it can be shown that nighttime construction activities would alleviate traffic congestion and safety hazards. The significance of noise impacts associated with operation of transportation facilities is normally measured using General Plan Policy 6.5.1.12, which takes into account the existing (ambient) noise environment. Because the Project is not capacity increasing and would not result in an increase of the number of vehicles passing through the roadway corridor, the ambient condition is not expected to change as a result of the Project.

Potential Environmental Effects

- a) ***(Construction Noise) Less Than Significant Impact.*** Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. Daytime construction would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11, and any nighttime work would be allowed if nighttime construction activities would alleviate traffic congestion and safety hazards. Given that the Project contractor would adhere to applicable County construction-related noise standards, this impact considered less than significant.

(Operational Traffic Related Noise) No Impact. The Project does not increase the capacity of Silver Fork Road. The post project noise levels in the Project vicinity will be substantially unchanged from the pre-project condition

- b) ***Less Than Significant Impact.*** Project construction includes activities, such as operation of large pieces of equipment (e.g., heavy trucks) which may result in the periodic, temporary generation of ground-borne vibration. Because the Project would not expand the roadway or change the way in which it is used, an increase in ground-borne vibration associated with use of the road would not change from the current condition. Given the nature of any potential ground-borne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.
- c) ***No Impact.*** The Project is not traffic- or growth inducing and would not change the way in which the roadway is used. The Project would not contribute to a substantial permanent increase in the ambient noise level in the project vicinity.
- d) ***Less Than Significant.*** Construction activities would increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, weather, time of day, and other factors. However, these increases would be temporary. Daytime construction activity would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11, and any nighttime work would be allowed if nighttime construction activities would alleviate traffic congestion and

safety hazards. Because the Project contractor would be required to comply with applicable County construction-related noise standards, this impact is considered less than significant.

- e) **No Impact.** The Project is not located within an airport land use plan area or within two miles of a public or public use airport.
- f) **No Impact.** The Project is not located within the vicinity of a private airstrip.

4.2.13 Population and Housing

XIII. POPULATION AND HOUSING—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project is the rehabilitation of an existing bridge and will not increase the capacity of the Silver Fork Road.

Potential Environmental Effects

- a) **No Impact.** The Project will not result in population growth, the displacement of existing any housing, or a need for new housing.
- b) **No Impact.** See response to item a).
- c) **No Impact.** See response to item a).

4.2.14 Public Services

XIV. PUBLIC SERVICES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The El Dorado County Sheriff provides general public safety and law enforcement services. The El Dorado County Fire District’s Station 16 located at 13275 U.S. Highway 50 provides fire protection services and emergency services. During fire season the United States Forest Service, Eldorado National Forest (ENF), has an agreement with El Dorado County Fire to use Station 16 as a base for ENF Engine 64. The County maintains public facilities including the project area roadways.

Potential Environmental Effects

- a) ***No Impact.*** Rehabilitation of the existing bridge would not increase human presence in the area. No new or physically altered governmental facilities would be needed.

4.2.15 Recreation

XV. RECREATION:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

There are no recreation facilities within or adjacent to the proposed project area.

Potential Environmental Effects

- a) ***No Impact.*** The Project would not increase the use of existing parks in the area and does not include the construction of any recreational facilities.
- b) ***No Impact.*** The Project does not include the construction of any recreational facilities and would not require the expansion of existing recreational facilities.

4.2.16 Transportation/Traffic

XVI. TRANSPORTATION/TRAFFIC—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Silver Fork Road is classified as an off-system, two-lane, local rural road in El Dorado County. The existing roadway provides two 11 foot wide lanes with no appreciable shoulders along the bridge and no metal beam guard rail (MBGR) along the approaches. Silver Fork Road serves as a collector for local residents to Highway 50 and provides access to a camp ground and hiking trails for visitors. In addition, the roadway is sometimes used by logging companies harvesting on United States Forest Service lands (CH2M HILL 2014).

Potential Environmental Effects

- a) **No Impact.** Rehabilitation of Silver Fork Road at South Fork American River Bridge would not change the amount of traffic on Silver Fork Road because it is not a new development or growth inducing project. The number of through lanes on Silver Fork Road would remain the same. The Project will not require a detour. Project construction activities would be coordinated with local law enforcement and emergency services providers.
- b) **No Impact.** The bridge replacement would not change the amount of traffic on Silver Fork Road.
- c) **No Impact.** The Project would not result in a change in air traffic patterns.

- d) **No Impact.** The Project objectives include improving roadway safety and compliance with the American Association of Highway and Transportation Officials (AASHTO) guidelines and El Dorado County standards.
- e) **Less than Significant.** Two construction stages with one controlled lane for both directions of traffic will be used to maintain continuous traffic flow on the bridge while replacing and widening the concrete deck, rehabilitating and relocating the existing plate girders, and constructing the bridge approaches. The Project will not require a detour. Project construction activities would be coordinated with local law enforcement and emergency services providers.
- f) **No Impact.** The Project would not result in an increase in demand for parking in the vicinity of the Project.
- g) **No Impact.** The Project is identified in the El Dorado County Capital Improvement Program (CIP) as project # 77124 (El Dorado County 2013). The CIP is coordinated with the Five-Year major review of the General Plan (including the Transportation and Circulation Element) and is also included in the annual General Plan review. The Transportation and Circulation Element address alternative transportation systems.

4.2.17 Utilities/ Service Systems

XVII. UTILITIES AND SERVICE SYSTEMS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Utilities in the Project area include a four-inch diameter water line that runs along the west edge of the bridge. An existing abandoned cable TV line (assumed) occurs along the seat of the north abutment and west girder. Based on available information there are no other utilities identified in the vicinity of the bridge (CH2M HILL 2014).

The Kyburz Mutual Water Company has plans to replace and potentially relocate the water line along the bridge. The existing four-inch diameter water line alignment is shown on Figures 3 and 4. The ultimate alignment of the water line will be determined during final design. The line may be relocated from its current location on the west side of the bridge and attached to the east side or may be carried between the bridge girders. The relocation will occur within the existing ROW. Relocation may require trenching within the road prism and may encounter native soils.

Potential Environmental Effects

- a) **No Impact.** The Project would not produce additional wastewater and would not exceed the applicable wastewater treatment requirements.
- b) **No Impact.** The Project would not increase the demand on existing water or wastewater treatment facilities.
- c) **Less than Significant.** The Project may involve minor reconfiguration of the roadside drainage system within the project area. The facilities will retain approximately the same capacity as the existing system.
- d) **No Impact.** The Project would not require water service.
- e) **No Impact.** The Project would not produce wastewater.
- f) **No Impact.** Solid waste generated by the Project would be limited to construction debris, including asphalt and concrete, generated by the excavation of existing roadway and construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills. Therefore, the Project would not generate the need for new solid waste facilities.
- g) **No Impact.** The Project would conform to all applicable state and federal solid waste regulations.

4.2.18 Mandatory Findings of Significance

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to 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, 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) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

- a) **Potentially Significant Unless Mitigation Incorporated.** Through the use of Best Management Practices and the mitigation measures noted previously, the Project will not degrade the quality of the environment.
- b) **Less than Significant.** The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects or significantly contribute to a cumulative impact.
- c) **Less than Significant.** The Project would not result in substantial direct or indirect adverse effects from noise, either during project construction or operation, nor would it result in impacts to air quality, water quality or utilities and public services. Therefore the Project would not cause substantial adverse effects on human beings.

5. Determination

5.1 Environmental Factors Potentially Affected

This Initial Study has determined that in the absence of mitigation the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Population and Housing
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> None Identified
<input type="checkbox"/> Land Use and Planning	

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. 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 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 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, nothing further is required.

Signature:

Janet Postlewait

Date:

10-8-14

Name and Title: Janet Postlewait, Principal Planner

6. Report Preparation and References

6.1 Report Preparation

El Dorado County Community Development Agency, Transportation Division– CEQA Lead Agency

Janel Gifford, P.E.	Senior Civil Engineer
Chandra Ghimire, P.E.	Associate Civil Engineer
Janet Postlewait	Principal Planner

Sycamore Environmental Consultants, Inc.

Jeffery Little	Project Manager, Vice President
Adam Forbes	Biologist
Aramis Respall	CAD/GIS Analyst

Tremaine & Associates, Inc.

Kim Tremaine, M.A., Ph.C., RPA	Principal Investigator
Trish Fernandez, M.A	Principal Investigator

6.2 References

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Appendix A: Mitigation Monitoring and Reporting Plan

**MITIGATION MONITORING AND REPORTING PLAN
SILVER FORK ROAD AT SOUTH FORK AMERICAN RIVER
BRIDGE (25C0113) REHABILITATION PROJECT**

**CEQA LEAD AGENCY:
El Dorado County**

**PREPARED:
October 2014**

ADOPTED BY BOARD OF SUPERVISORS ON: _____

Introduction

Purpose

The El Dorado County Community Development Agency, Transportation Division, (Transportation) intends to rehabilitate the existing Silver Fork Road at South Fork American River Bridge (25C0113) located in unincorporated El Dorado County. The Project is located along Silver Fork Road approximately 0.1 mi south of U.S. Highway 50 in the community of Kyburz.

As described in the IS/MND, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. El Dorado County Transportation, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt mitigation monitoring or reporting plans when they approve projects under a MND. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of Project approval.

Format of This Plan

The MMRP summarizes the impacts and mitigation measures identified and described in the Project IS/MND. Each of the impacts discussed within this MMRP is numbered based on the sequence in which they are discussed in the IS/MND. A summary of each impact with the corresponding specific mitigation measures are provided. Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure.

Implementation of mitigation measures is ultimately the responsibility of Transportation; during construction, the delegated responsibility is shared by Transportation's contractors. Each mitigation measure in this plan contains a "Verified By" signature line, which will be signed by the Transportation Project manager when the measure has been fully implemented and no further actions or monitoring are necessary for the implementation or effectiveness of the measure.

Impacts and Associated Monitoring or Reporting Measures

IV. BIOLOGICAL RESOURCES

Impact (a): Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Foothill yellow-legged frog (FYLF, *Rana boylei*)

The South Fork American River in the Project area provides habitat for FYLF. BIO-1 will be implemented to protect FYLF and will reduce potential impact Less Than Significant.

Measure BIO-1

- *A qualified biologist shall conduct a preconstruction survey for FYLF within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the Project area.*
- *A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the Project area to monitor for FYLF.*
- *During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has moved away from the construction zone.*

Implementation: The County will implement the measures as described above.

Effectiveness The County will prepare and keep on file documentation

Criteria: verifying the implementation of the above-referenced measures.

Timing: Pre-Construction and Construction Phases

Verified By: _____ Date: _____
County Project Manager

Pallid bat (*Antrozous pallidus*)

Trees and structures in and near the Project area provide marginal roosting habitat for Pallid bat. BIO-2 will be implemented to protect Pallid bat and will reduce potential impact Less Than Significant.

Measure BIO-2

- *A qualified biologist shall conduct a preconstruction survey for roosting bats within 2 weeks prior to the start of construction. If roosting is occurring, the County will contact*

CDFW for additional guidance on bat avoidance and impact minimization during bridge rehabilitation activities.

Implementation: The County will implement the measures as described above.
Effectiveness Criteria: The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing: Pre-Construction Phase (Potential Construction Phase)
Verified By: _____ Date: _____
County Project Manager

Birds Of Prey and Migratory Bird Treaty Act

The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). BIO-3 will be implemented to avoid impacts to birds of prey and birds listed by the MBTA.

Measure BIO-3

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from February 15 to September 1.

Bridge-Nesting Birds

In California, bridge-nesting swallows typically 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. Although swallows are unlikely to nest on the Silver Fork Road Bridge, other migratory birds may attempt to nest under the bridge. Black phoebes and Stellar’s jays occur in the area and are known to nest on bridges. Measures should be taken to prevent establishment of nests prior to construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. This can be done by:

- *The contractor or County can visit the site weekly and remove partially completed nests using either hand tools or high pressure water; and/or*
- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Vegetation may be removed using hand tools, including chain saws and*

mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.

- *If construction or vegetation removal begins between 15 February and 1 September, a qualified biologist shall conduct a survey for active bird of prey nests within 250 ft and active MTBA bird nests within 100 ft of the Project Study Area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.*

No Active Nests Found:

- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 4. *Stop all work within a 100-ft radius of the discovery.*
 5. *Notify the Engineer.*
 6. *Do not resume work within the 100-ft radius until authorized.*
- *The biologist shall establish a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Bird Species Protection Areas

<i>Protected Bird Type</i>	<i>Size of Protection Area (ESA)</i>
<i>Bird of prey</i>	<i>250 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 4. *Do not enter the ESA unless authorized.*
 5. *If the ESA is breached, immediately:*
 - c. *Secure the area and stop all operations within 60 feet of the ESA boundary.*
 - d. *Notify the Engineer.*
 6. *If the ESA is damaged, County determines what efforts are necessary to remedy the damage and who performs the remedy.*

- *No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size 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 factors.*
- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or 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 identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

Implementation: The County will implement the measures as described above.

Effectiveness Criteria: The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.

Timing: Pre-Construction Phase (Potential Construction Phase)

Verified By: _____ Date: _____
County Project Manager

Impact (c): Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Waters of the U.S.

Implementation of BIO-4 as well as will reduce Project impacts to potential water of the U.S. including wetlands as defined by Section 404 of the Clean Water Act.

Measure BIO-4

- *Mark the limits of construction with temporary fencing to prevent affecting South Fork American River, Channel 1, the wetland, and alder riparian unnecessarily.*
- *Prior to construction, fencing will be installed around the protected wetland.*
- *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.*
- *Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation.*

- *Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species in accordance with Appendix E of the Project NES. Reseeded areas will be covered with a biodegradable erosion control fabric to prevent erosion and downstream sedimentation. The project engineer will determine the specifications needed for erosion control fabric (e.g., shear strength) based on anticipated maximum flow velocities and soil types. The seed type will consist of commercially available native grass and herbaceous species. No seed of nonnative species will be used unless certified to be sterile.*

Implementation: The County will implement the measures as described above.

Effectiveness The County will prepare and keep on file documentation

Criteria: verifying the implementation of the above-referenced measures.

Timing: Pre-Construction Phase (Potential Construction Phase)

Verified By: _____ Date: _____
County Project Manager

V. CULTURAL RESOURCES

Impact (b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Previously Recorded Cultural Resource

One previously recorded cultural resource is located adjacent to the Project area. As a precautionary measure to ensure avoidance of the previously recorded cultural resource outside the disturbance footprint the County will implement the measure below.

Measure CULT-1

- *The County will install ESA fencing as shown in the Caltrans approved ESA Action Plan.*

Implementation: The County will implement the measures as described above.

Effectiveness The County will prepare and keep on file documentation

Criteria: verifying the implementation of the above-referenced measures.

Timing: Pre-Construction and Potential Construction Phases

Verified By: _____ Date: _____
County Project Manager