ERRATA SHEET FOR THE

Initial Study/ Mitigated Negative Declaration for the Clear Creek Road at Clear Creek Bridge (PM 0.25) Replacement Project (Bridge No. 25C0079)
County Capital Improvement Program Project No. 77139
As Approved by the El Dorado County Board of Supervisors, July 28, 2015

CEQA REQUIREMENTS

State CEQA Guidelines §15073.5(a) requires that a lead agency re-circulate a negative declaration "when the document must be substantially revised." A "substantial revision "includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

In response to the concerns set forth by local community members, the following minor changes are made to the Initial Study and incorporated as part of the Initial Study/Mitigated Negative Declaration.

None of these changes substantially modify the analysis or conclusions of the document, but instead reduce potential impacts within the previously circulated document.

Changes to the text are noted with underline (for added text) or ~~strikeout~~ type (for deleted text).

2.3 Project Description

The proposed project is included in the County Capital Improvement Program and the FSTIP and is being funded by HBP funds administered by Caltrans. The purpose of the project is to improve traffic safety conditions on a public roadway and comply with current County and American Association of State Highway and Transportation Officials guidelines by: (1) replacing a structurally deficient bridge with a new structure that meets current standards, and (2) widening the road geometry approaching the bridge from both east-bound and west-bound directions. The existing bridge was determined to be structurally deficient with a sufficiency rating of 18.6.

The existing Clear Creek bridge, built in 1957, would be replaced by a new concrete bridge approximately 45 feet long and ~~26 feet wide~~ 22 feet wide. The existing bridge is a one-lane single-span structure, approximately 10 feet wide, consisting of two steel girders (railroad car frames). The new bridge would have two ~~10-foot lanes and two 3-foot shoulders~~ 9 foot lanes and two 2 foot shoulders with railing and approach guardrails. Construction of the new bridge would be implemented in stages to allow vehicle traffic during the construction period, as described below under "Traffic Control." Demolition materials would be removed and disposed of offsite at an appropriate facility. Pile-driving may be required to support a temporary shoring structure used to install the new bridge. The new bridge abutments would extend to an approximate depth of 8 to 10 feet below the existing roadway. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion. Blasting is not

expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. Some vegetation removal would be necessary along the creek to construct the new bridge.

Retaining walls would be constructed along the roadway on each side of the bridge. Three of the walls would be less than 20 feet long by 1 to 2 feet wide and would help stabilize the slopes on the north and south sides of the road, west of the bridge, and on the south side of the road, east of the bridge. A fourth wall would extend less than 60 feet from the bridge abutment on the northeast corner of the bridge to a proposed storm drain. Drainage improvements along the new roadway would include installation of a 12-inch storm drain pipe off the north side of the road and east of the bridge. The pipe would be about 8 feet long, and rock slope protection would be placed in an approximately 6-foot by 12-foot area around the pipe outlet to prevent erosion from stormwater releases.

The new segment of Clear Creek Road on both sides of the bridge would be wider than the existing roadway, providing two ~~10-foot-wide travel lanes and two 3-foot wide~~ 9 foot wide travel lanes and two 2 foot wide shoulders near the new bridge, and would taper to match the existing width of Clear Creek Road. Approximately 600 feet of Clear Creek Road would be reconstructed. The new roadway across the bridge would be at a slightly higher elevation than the existing roadway. Driveway entrances in the project area would be reconstructed to match the new grade. Approximately 800 cubic yards of imported materials would be used in construction; fill would be obtained from existing commercial sources. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement under the increased loading caused by the fill. Excavation would be required at the bridge abutments and for drainage improvements. An estimated 100 cubic yards of material would be excavated.

Initial Study/
Mitigated Negative Declaration

for the

Clear Creek Road at Clear Creek Bridge (25C0079) Replacement Project

April 2015

Prepared for:

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

Prepared by:

North State Resources, Inc.
2020 L Street, Suite 340
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PROJECT INFORMATION

1. Project Title:	Clear Creek Road at Clear Creek Bridge (25C0079) Replacement Project
2. Lead Agency Name and Address:	El Dorado County Community Development Agency Transportation Division 2850 Fairlane Court Placerville, CA 95667
3. Contact Person and Phone Number:	Janet Postlewait, Principal Planner (530) 621-5993 janet.postlewait@edcgov.us
4. Project Location:	Approximately 0.25 mile east of the Clear Creek Road-Sly Park Road intersection in the Pleasant Valley community of unincorporated El Dorado County
5. Description of Project:	The County is proposing to replace Bridge Number 25C0079 over Clear Creek on Clear Creek Road. The existing Clear Creek bridge, built in 1957, would be replaced by a new concrete bridge approximately 45 feet long and 26 feet wide. In addition, approximately 600 feet of Clear Creek Road would be reconstructed.
6. General Plan Designation:	Medium Density Residential (MDR)
7. Zoning:	Estate Residential Five-Acre (RE-5)
8. Surrounding Land Uses and Setting:	The project area is in the Sierra Nevada foothills. Elevations in the project area range from approximately 2,520 to 2,530 feet above sea level. Dominant land uses in the vicinity are residential and open space. Open space includes oak and pine woodlands, grasslands, Clear Creek, and riparian habitat.

9. Other Public Agencies Whose Approval May Be Required:

- California Department of Transportation — National Environmental Policy Act compliance
- California Department of Fish and Wildlife — Streambed Alteration Agreement
- U.S. Fish and Wildlife Service — Section 7 of the Endangered Species Act compliance
- U.S. Army Corps of Engineers — Nationwide Permit 14 (Section 404 of the Clean Water Act)
- Regional Water Quality Control Board — Water Quality Certification (Section 401 of the Clean Water Act)
- El Dorado County Air Quality Management District — Fugitive Dust Plan

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1. INTRODUCTION

1.1. Purpose of this Document

The El Dorado County Community Development Agency, Transportation Division (County) is proposing to replace the existing Clear Creek bridge (No. 25C0079) over Clear Creek on Clear Creek Road (proposed project) near the community of Pleasant Valley, El Dorado County, California. This Initial Study identifies the potential environmental impacts of the proposed project to determine whether the project may have a significant effect on the environment and identifies mitigation measures, where applicable, to reduce or avoid significant effects.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines (14 California Code of Regulations 1500 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The County is the Lead Agency under CEQA. The County is receiving federal funding under the Federal Statewide Transportation Improvement Program – Local Highway Bridge Program (FSTIP – HBP) administered by the California Department of Transportation (Caltrans). Caltrans, under programmatic agreement with the Federal Highway Administration, will complete a Categorical Exclusion with technical studies to comply with the National Environmental Policy Act (NEPA).

1.2. Document Organization

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

- **Section 2 Project Description** – Describes the proposed project;
- **Section 3 Initial Study Checklist** – Describes the environmental setting and analyzes impacts, with mitigation measures identified for potentially significant impacts;
- **Section 4 Determination** – Presents the County's findings pursuant to CEQA;
- **Section 5 Report Preparation and References** – Identifies persons responsible for preparation of this document and lists references cited throughout the document;
- **Appendix A Mitigation Monitoring and Reporting Plan –** Presents a mitigation monitoring and reporting plan for mitigation measures required to reduce potentially significant impacts to less-than-significant levels.

2. PROJECT DESCRIPTION

2.1. Location

Bridge Number 25C0079 over Clear Creek is located on Clear Creek Road approximately 1.3 miles east of the rural community of Pleasant Valley in unincorporated El Dorado County and 3.6 miles south of U.S. Highway 50. The bridge is in Section 27 of Township 10 North, Range 12 East on the *Camino, California* 7.5-minute U.S. Geological Survey quadrangle (Figure 1). Clear Creek Road crosses Clear Creek approximately 0.25 mile east of the Clear Creek Road-Sly Park Road intersection. The project area encompasses less than 1 acre along approximately 600 feet of the road (Figure 2) and consists of the work areas on and adjacent to the bridge, Clear Creek Road, and a potential staging area.

2.2. Environmental Setting

The project area is in the foothills on the western slope of the Sierra Nevada. Elevations in the project area range from approximately 2,520 to 2,530 feet above sea level. The mean annual precipitation for the area is approximately 38.76 inches, most of which falls as rain with occasional snowfall between November and March (Western Regional Climate Center 2014). Clear Creek flows from Jenkinson Lake under Clear Creek Road in a southwesterly direction at the Clear Creek bridge and converges with the North Fork of the Cosumnes River approximately 3.6 miles downstream. Dominant land uses in the vicinity are residential and open space with small-scale agricultural uses. Privately owned parcels, some with residences, are in and adjacent to the project area. Open space includes oak and pine woodlands, grasslands, and the creek and its riparian corridor. Clear Creek Road is a local rural road with a single two-way travel lane that has an average daily traffic count of about 450 trips near the project area.

2.3. Project Description

The proposed project is included in the County Capital Improvement Program and the FSTIP and is being funded by HBP funds administered by Caltrans. The purpose of the project is to improve traffic safety conditions on a public roadway and comply with current County and American Association of State Highway and Transportation Officials guidelines by: (1) replacing a structurally deficient bridge with a new structure that meets current standards, and (2) widening the road geometry approaching the bridge from both east-bound and west-bound directions. The existing bridge was determined to be structurally deficient with a sufficiency rating of 18.6.

The existing Clear Creek bridge, built in 1957, would be replaced by a new concrete bridge approximately 45 feet long and 26 feet wide. The existing bridge is a one-lane single-span structure, approximately 10 feet wide, consisting of two steel girders (railroad car frames). The new bridge would have two 10-foot lanes and two 3-foot shoulders with railing and approach guardrails. Construction of the new bridge would be implemented in stages to allow vehicle traffic during the construction period, as described below under "Traffic Control." Demolition materials would be removed and disposed of offsite at an appropriate facility. Pile-driving may be required to support a temporary shoring structure used to install the new bridge. The new bridge abutments would extend to an approximate depth of 8 to 10 feet below the existing roadway. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion. Blasting is not expected but cannot be ruled out completely,

depending on the nature of the subsurface rock that may be encountered. Some vegetation removal would be necessary along the creek to construct the new bridge.

Retaining walls would be constructed along the roadway on each side of the bridge. Three of the walls would be less than 20 feet long by 1 to 2 feet wide and would help stabilize the slopes on the north and south sides of the road, west of the bridge, and on the south side of the road, east of the bridge. A fourth wall would extend less than 60 feet from the bridge abutment on the northeast corner of the bridge to a proposed storm drain. Drainage improvements along the new roadway would include installation of a 12-inch storm drain pipe off the north side of the road and east of the bridge. The pipe would be about 8 feet long, and rock slope protection would be placed in an approximately 6-foot by 12-foot area around the pipe outlet to prevent erosion from stormwater releases.

The new segment of Clear Creek Road on both sides of the bridge would be wider than the existing roadway, providing two 10-foot-wide travel lanes and two 3-foot wide shoulders near the new bridge, and would taper to match the existing width of Clear Creek Road. Approximately 600 feet of Clear Creek Road would be reconstructed. The new roadway across the bridge would be at a slightly higher elevation than the existing roadway. Driveway entrances in the project area would be reconstructed to match the new grade. Approximately 800 cubic yards of imported materials would be used in construction; fill would be obtained from existing commercial sources. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement under the increased loading caused by the fill. Excavation would be required at the bridge abutments and for drainage improvements. An estimated 100 cubic yards of material would be excavated.

2.4. Construction Methods

The project would generally involve: site clearing, preparation, and earthwork; demolition and removal of the existing bridge structure; construction of new bridge foundations, abutments, retaining structures, deck, and guardrails; widening and realignment of a segment of Clear Creek Road; applying pavement overlay and conforming a segment of Clear Creek Road to match the new grade; restoration of existing driveways; installation of culverts and drainage facilities; and hydroseeding disturbed areas. Staging would be along the road, where feasible, and may also take place in a previously disturbed area west of the existing bridge on the north side of Clear Creek Road. Construction is expected to start in 2017 or later, once all required approvals and funding have been obtained. Construction is anticipated to take up to approximately 12 months (360 working days) and would be completed in one or two seasons, with each season requiring about 6 months or 180 working days.

In-Stream Construction

A temporary diversion dam and piping would be used to divert stream flows around the footing and abutments for the new bridge structure. The diversion dam and piping would be temporarily installed in the creek bed approximately 100 feet north (upstream) of the existing bridge. The diversion dam would consist of a simple dam or similar device and would be about 15 feet long, extending between both banks of the creek. Flexible piping would likely be used to carry stream flow through the instream work area. The piping would be sized to allow creek flows to be directly channeled and conveyed through the work area with minimal impacts at the inlet and outlet locations of the diversion piping. The diversion device would be removed after the bridge work is complete or at the end of the first construction season, and normal stream flow would be restored. If a second construction season is necessary, the diversion device would be replaced in the creek if any in-stream work is needed. The instream work would be required to occur during summer months, when stream flows are low.

Traffic Control

Traffic control would be provided on Clear Creek Road during construction. Construction of the new bridge would be implemented in stages, and one controlled 10-foot-wide traffic lane would be maintained throughout construction to allow vehicle traffic across the bridge. Construction may be conducted at night to avoid major traffic impacts and would be coordinated with nearby residents. Traffic flow would be maintained throughout the construction period, although short-term closures may occur. No traffic control measures would prevent access by local residents. Traffic control measures would also be coordinated with construction activities for the nearby Clear Creek Bridge Number 25C0080 replacement to minimize disruptions to travelers along Clear Creek Road.

Rights-of-Way, Utilities and Services

The proposed bridge and road reconstruction work would occur in existing County rights-of-way and in additional rights-of-way to be acquired to accommodate the project. The project may require utility relocations and possible extension or replacements of storm water drainage culverts located approximately 200 feet west of the bridge and 75 feet east of the bridge. The County would coordinate utility relocations with construction contractors and utility companies. Temporary, short-term disruptions of power, telephone, and cable service may occur during connection of the new facilities. All potentially affected property owners would be notified by the County, the utility company, or the construction contractor approximately one week prior to the service interruption. No water or wastewater services would be affected during construction.

2.5. Construction Contract

The County would retain a construction contractor to construct the new bridge. 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. The County 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 Contracts 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 the County.

The following are a combination of standard and project-specific procedures and requirements applicable to 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 on nearby roads (e.g., Sly Park Road) during construction. Minor traffic stoppages or delays may be allowed if necessary during project construction to provide access for construction equipment and vehicles into the project area. No road closures or detours are expected to be necessary during construction, but signs and flagmen may be used to alert travelers on nearby roads of construction activities.

- Contract special provisions will require compliance with El Dorado County Air Quality Management District (AQMD) Rules 223 and 223-1 to minimize fugitive dust emissions.

- Contractor will be required to comply with the California Air Resources Board Airborne Toxic Control Measure at Title 17 Section 93105 addressing Construction, Grading, Quarrying, and

Surface Mining activities and with the Asbestos Airborne Toxic Control Measure for Surfacing Applications (California Code of Regulations, Title 17, Section 93106).

- Contract provisions will require notification of the County 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 compliance with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and implementation of best management practices (BMPs) as identified in the National Pollutant Discharge Elimination System permit and/or Storm Water Management Plan. The contractor will be required to prepare a water pollution control plan that identifies project-specific BMPs that would be implemented in accordance with County and Caltrans requirements. BMPs may include those related to structure demolition/removal over or adjacent to water, temporary stream crossings, stream bank stabilization, clear water diversions, material equipment use over water, and others as applicable.

- Contract provisions will require a fire safety plan to prevent fires from construction operations (such as welding).

- The County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction.

- The County and its construction contractors will comply with the State of California Standard Specifications, written by Caltrans, for public service provision.

- Access to adjacent private properties will remain open at all times during the construction period.

- The project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise.

2.6. Required Permit Approvals

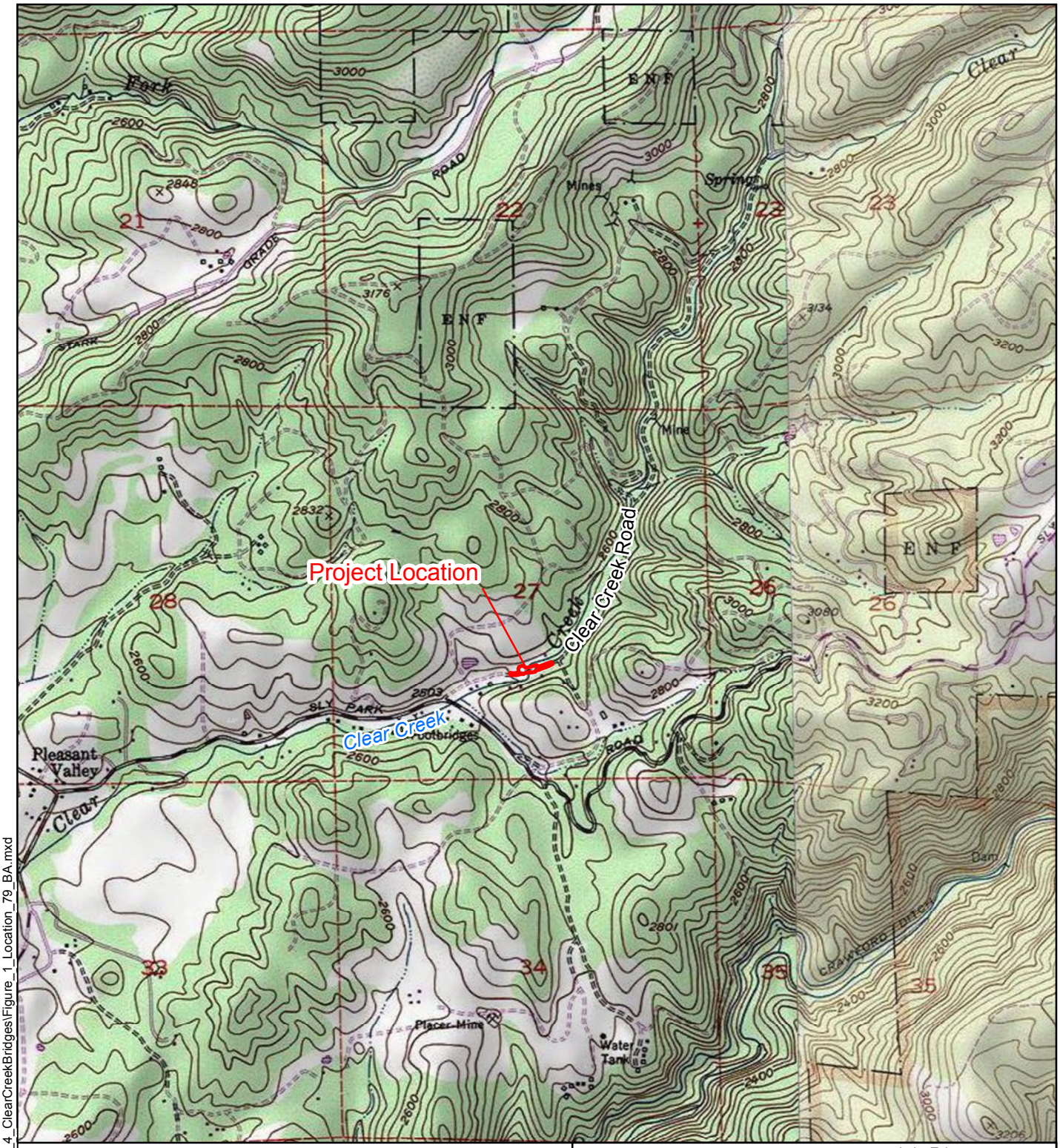
Applicable federal, state, and local authorizations that will be needed prior to project implementation are identified in Table 1.

Table 1. Required Permit Approvals

Approving Agency	Required Permit/Approval	Required for
Federal Agencies		
U.S. Fish and Wildlife Service	Compliance with Section 7 of the Endangered Species Act (16 USC 1536) (informal consultation)	Potential impacts on California red-legged frog
U.S. Army Corps of Engineers	Coverage under Nationwide Permit 14 (Section 404 of the Clean Water Act, 33 USC 1341)	Discharge of fill material into waters of the United States

Table 1. Required Permit Approvals

Approving Agency	Required Permit/Approval	Required for
State Agencies		
California Department of Transportation	Project approval/NEPA compliance	Federal funding through the FSTIP – HBP
Regional Water Quality Control Board (Central Valley)	Water quality certification (Section 401 of the Clean Water Act)	Discharge into waters of the United States
California Department of Fish and Wildlife	Streambed Alteration Agreement (Section 1602 of the Fish and Game Code)	Bridge installation across Clear Creek
Local Agencies		
El Dorado County	Project approval/CEQA compliance	Project implementation and funding
El Dorado County Air Quality Management District	Fugitive dust plan	Compliance with Rule 223-1 (Fugitive Dust, Construction Activities)



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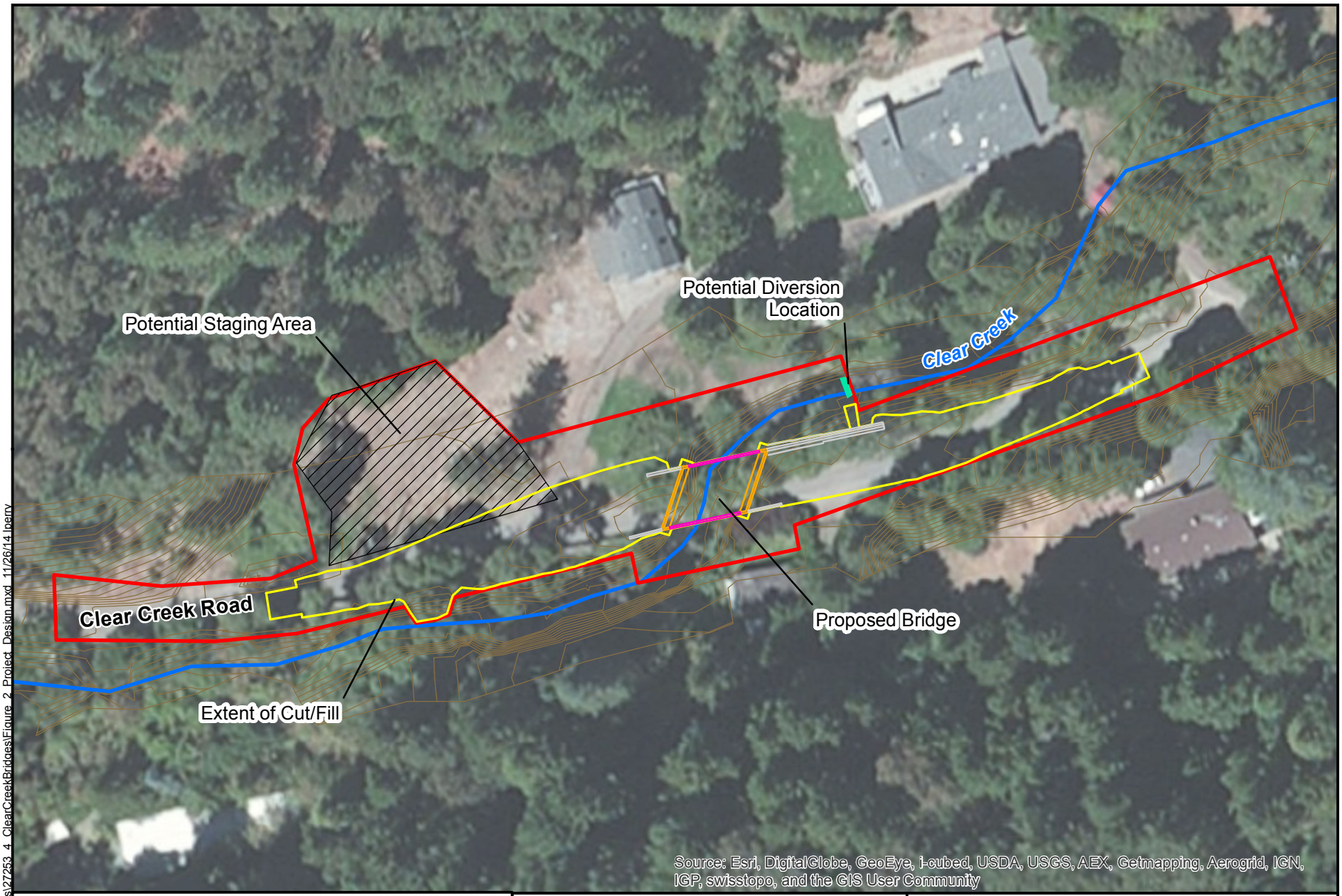
Clear Creek Bridge (25C0079) Replacement Project

Figure 1
Project Location



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Project Components

- Project Area
- Area of Direct Impacts
- New Bridge
- Abutment
- Retaining Wall
- Potential Staging Area
- Diversion Dam
- Contour

N

0 25 50 100 Feet

Clear Creek Bridge (25C0079)
Replacement Project

Figure 2
Project Design

3. INITIAL STUDY CHECKLIST

3.1. Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines, except that greenhouse gases are discussed under air quality. Each resource section provides a brief description of the setting, a determination of impact potential, and a discussion of the impacts. Mitigation measures are identified where appropriate for adoption by the County and incorporation into the proposed project and contractor documents to reduce potential impacts to less-than-significant levels. The following 16 environmental categories are addressed in this section:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality/Greenhouse Gas
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

Each of the 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 resource 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 resource, and no mitigation measures are required.

- **"Potentially Significant Unless Mitigation is Incorporated"** means that the incorporation of one or more mitigation measures is necessary to 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 may be significant, or, due to a lack of existing information, could have the potential to be significant.

3.2. Setting, Impacts, and Mitigation Measures

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

Environmental Setting

The project area is near a rural community in El Dorado County. Views from the project area are dominated by the surrounding oak and pine woodlands and riparian vegetation along Clear Creek, several residential properties, and roads. Because of the density of the woodlands, distant or long-range views are limited to occasional views through the trees of distant hills and forests. Lands surrounding the project area are dominated by forests that offer a scenic vista throughout the community. Much of the project area is visible from nearby residences, although intervening vegetation screens some views of the project area. No scenic highways exist in or near the project area; the closest designated or eligible scenic highways are U.S. Highway 50 and U.S. Highway 49 several miles to the north and west, respectively. No unique scenic resources are present within or viewed from the project area.

Discussion of Impacts

a, b) ***No Impact.*** The project would not permanently alter views of scenic vistas in the vicinity of the project area or damage any scenic resources. The proposed project would not be visible from scenic highways (U.S. 50 and 49) in El Dorado County.

c) ***Less than Significant Impact.*** The proposed project would result in physical changes to the visual characteristics of Clear Creek Road, Clear Creek bridge, and the adjacent areas. The road and bridge would be wider, with more paved surface area. Road improvements would involve some vegetation removal, but the visual characteristics of the surrounding area would not be altered. Most impacts on the visual character would result from temporary construction activities, which would primarily occur in previously disturbed areas. The new bridge structure would not block views of the surrounding hills and forests from Clear Creek Road. Nearby residents and motorists that regularly use Clear Creek Road would be most likely to notice the changes, but the overall visual character of the project area would be similar to current conditions. Project implementation would result in a less-than-significant impact on the area's visual character.

d) ***Less Than Significant Impact.*** The project would not create a permanent, new source of light or glare. Although nighttime construction may be necessary to alleviate any traffic

concerns, the use of nighttime lighting would comply with County policies to direct lighting away from nearby residences and oncoming traffic. In addition, traffic control measures would be used to alert drivers of the construction activities. The use of nighttime lighting would be temporary and would affect few receptors near the project area. The County would also coordinate any nighttime activities with nearby residents in advance to ensure minimal disruptions or disturbance to the residents. Lighting-related impacts would be less than significant.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II.	**AGRICULTURE AND FOREST RESOURCES** — Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g))?	☐	☐	☒	☐
d)	Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion?	☐	☐	☒	☐

Environmental Setting

The project area encompasses oak and pine woodlands, a creek, an existing road, and adjacent rural residences. The project area and vicinity do not contain any farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under a Williamson Act contract (California Department of Conservation 2012). The primary cover in the project area is montane hardwood-conifer forest, with riparian vegetation along Clear Creek. The oak and pine woodlands may be considered forest resources, but the land is not zoned for forestry uses (e.g., timberland).

Discussion of Impacts

a, b) ***No Impact.*** No farmland is present in the project area. The proposed project is a bridge replacement along an existing road and would not result in other changes that could convert farmland to non-agricultural uses.

c, d, e) ***Less Than Significant Impact.*** Although some trees along Clear Creek Road would need to be removed to accommodate the new bridge and re-alignment of Clear Creek Road, the

proposed project would not result in a loss of forest land or conversion of forest to non-forest use.

	III. AIR QUALITY/GREENHOUSE GAS — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
g)	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Setting

The project area is in the Mountain Counties Air Basin, and air quality is regulated by the El Dorado County Air Quality Management District (AQMD). The AQMD regulates air quality through the federal and state Clean Air Acts, district rules, and its permit authority.

National and state ambient air quality standards have been adopted by the Environmental Protection Agency and State of California, respectively, for each criteria pollutant: ozone, particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide. El Dorado County AQMD's (2002) Guide to Air Quality Assessment identifies specific daily emissions thresholds based on the national and state standards that can be used to determine the significance of project emissions. Thresholds of significance for pollutants of concern are:

- Reactive Organic Gasses (ROG): 82 lbs/day
- Nitrogen Oxides (NOx): 82 lbs/day
- Carbon Monoxide (CO): 9 parts per million (ppm) – 8-hour average; 20 ppm – 1-hour average
- Respirable Particulate Matter (PM_{10}): 30 µg/m3 – annual geometric mean; 50 µg/m3 – 24-hour average

The County has been designated as nonattainment for both federal and state ozone standards and for the state PM_{10} standards and is in attainment or unclassified status for other pollutants (California Air Resources Board 2013). Sources of pollutants in the project vicinity include vehicle emissions, wood-burning stoves in nearby residences, other residential activities, and periodic construction activities. Sensitive receptors near the project area include residents along Clear Creek Road. Residences are present along both sides of Clear Creek Road as close as 50 feet from the existing bridge.

Naturally occurring asbestos is also a concern in El Dorado County because it is known to be present in certain soils and can pose a health risk if released into the air. The AQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map that identifies those areas more likely to contain naturally occurring asbestos (El Dorado County 2005). The project area is not in an area identified by the County as being "More Likely to Contain Asbestos."

Discussion of Impacts

a, b) ***Less Than Significant Impact.*** Construction activities would result in short-term increases in emissions from the use of heavy equipment that generates dust, exhaust, and tire-wear emissions; soil disturbance; materials used in construction; and construction traffic. These emissions would include fugitive dust (PM_{10} and $PM_{2.5}$) from ground-disturbing activities and both reactive organic compounds (ROG) and nitrogen oxide (NOx) emissions from vehicle and equipment operations. Construction-related emissions would be minimized through compliance with applicable AQMD rules, including Rule 223 Fugitive Dust – General Requirements and Rule 223-1 Fugitive Dust – Construction Requirements. These rules regulate fugitive dust generated by construction activities. In compliance with Rule 223-1, a fugitive dust plan will be prepared and submitted to the County AQMD for approval prior to construction. Although El Dorado County is designated nonattainment for PM_{10}, compliance with AQMD Rules 223 and 223-1 would ensure the emissions do not result in a violation of air quality standards in the air basin or a substantial adverse contribution to air quality in the region, and impacts on air quality would be less than significant.

The new bridge is not designed to increase traffic along Clear Creek Road; it would improve safety conditions for travelers using the road. Long-term emissions from traffic using Clear Creek Road would be similar to current conditions and would not increase as a result of the project.

c) ***Less Than Significant Impact.*** As discussed under items a, b) above, the project would result in minor construction-related emissions. It would not result in a cumulatively considerable net increase of any criteria pollutant. The project would cause short-term air quality impacts as a result of construction activities; however, it would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently in nonattainment (ozone precursors and PM_{10}). The temporary increase in air pollutant emissions associated with construction activities would result in less-than-significant contributions to cumulative pollutant levels in the region.

d) ***Less Than Significant Impact.*** As discussed in a, b) above, construction activities would result in short-term increases in emissions. Residents in homes near the project area could be exposed to temporary air pollutants from construction activities, such as fugitive dust, ROG, NOx, and carbon monoxide. Construction activities would be temporary, lasting approximately 6 months over two construction seasons, and emissions would not be substantial. In addition, compliance with AQMD Rules would ensure fugitive dust from

construction activities remains in the project area or within 50 feet of the disturbed area. Few sensitive receptors are near the project area, and with the minor increase in emissions, sensitive receptors would not be exposed to substantial pollutant concentrations. Air quality impacts would be less than significant.

e) ***Less Than Significant Impact.*** Construction activities would involve the use of gasoline or diesel-powered equipment that emits exhaust fumes. Construction would also involve asphalt paving, which has a distinctive odor during application. These activities would take place intermittently throughout the workday, and the associated odors are expected to dissipate within the immediate vicinity of the work area. Persons near the construction work area may find these odors objectionable. However, the limited number of receptors, infrequency of the emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would result in less-than-significant odor impacts.

f) ***Less Than Significant Impact.*** Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts because of their ability to trap heat in the atmosphere and affect climate. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 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).

Emissions of GHGs from the project would be produced from the materials used in the bridge as well as construction-related equipment emissions. The project would not increase the generation of emissions after construction is complete because traffic levels would be similar to current conditions. Emissions of GHGs resulting from construction activities would be short-term and minor. While the project would have an incremental contribution within the context of the county and region, the individual impact is considered less than significant.

g) ***No Impact.*** The project would not generate significant emissions of GHGs and, therefore, would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emission of GHGs.

IV. BIOLOGICAL RESOURCES — Would the project:	***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

IV.	**BIOLOGICAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No 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?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

Terrestrial habitats in the project area consist of montane hardwood-conifer, montane riparian, and urban. Clear Creek flows east to west through the project area. Montane hardwood-conifer forest is the main habitat type composing the canopy. The dominant overstory plants are incense-cedar (*Calocedrus decurrens*) and ponderosa pine (*Pinus ponderosa*), with California black oak (*Quercus kelloggii*) and to a lesser extent interior live oak (*Quercus wislizeni*) in the understory. Within the riparian habitat patches along the creek, white alder (*Alnus rhombifolia*) dominates the overstory, and arroyo willow (*Salix lasiolepis*) and big-leaf maple (*Acer macrophyllum*) dominate the mid-story. The dominant understory consists of Himalayan blackberry (*Rubus armeniacus*). Residential properties in and adjacent to the project area have irrigated lawns along paved or gravel driveways and other landscaped areas that provide urban habitat. Landscaped areas contain ornamental and non-native plant species such as cypress (*Cupressus* sp.) and almond (*Prunus* sp.). The irrigated lawns contain mostly annual grasses such as ripgut brome (*Bromus diandrus*), annual blue grass (*Poa annua*), wild rye (*Elymus* sp.), and weedy herbs. Ornamental strawberry (*Frageria* sp.), English violet (*Viola odorata*), and periwinkle (*Vinca major*) occur along edges of the residential properties.

Clear Creek and an adjacent riparian wetland are waters of the United States. Clear Creek is a perennial stream that extends approximately 160 feet through the project area and has an average width of 10-12 feet in the project area. The riparian wetland is also referred to as montane riparian habitat, a sensitive natural community. These features encompass approximately 0.058 acre in the project area.

Special-status wildlife species that may use the project area include California red-legged frog (*Rana draytonii*), foothill yellow-legged frog (*Rana boylii*), western pond turtle (*Actinemys marmorata*), olive-sided flycatcher (*Contopus cooperi*), yellow-breasted chat (*Icteria virens*), and yellow warbler (*Sefophaga petechia*). California red-legged frog is listed as a threatened species under the federal Endangered Species Act and is designated as a California Species of Special Concern. Foothill yellow-

legged frog, western pond turtle, and the birds are California Species of Special Concern. The frogs and turtle may use Clear Creek in the project area as a movement corridor (non-breeding habitat), but neither frog species is expected to breed along the creek or in the wetlands in the project area. California red-legged frogs have been documented in El Dorado County, including within 5 miles of the project area at Spivey Pond. The nearest recorded occurrence of foothill yellow-legged frog is 2.5 miles southeast of the project area at the North Fork of the Cosumnes River. Clear Creek provides suitable aquatic habitat and basking sites for western pond turtle, and upland areas provide suitable nesting habitat. The nearest occurrence of western pond turtle is 1.4 miles south of the project area in a separate watershed. Montane hardwood-conifer and montane riparian habitats provide nesting habitat for the three birds.

No special-status fish species are expected to be present in Clear Creek or downstream of the project area. No special-status plant species are expected to be present in the project area based on a focused plant survey conducted by Sycamore Environmental Consultants (2013). Migratory birds protected under the Migratory Bird Treaty Act may use the riparian and hardwood-conifer habitats for nesting or resting. A Natural Environment Study report was prepared for the project (North State Resources 2014c) and provides a detailed assessment of special-status species, migratory birds, and sensitive habitats. A delineation of waters of the United States was also prepared for the project to support permitting (North State Resources 2014a).

Discussion of Impacts

a) ***Potentially Significant Impact Unless Mitigation Incorporated.*** Construction activities could adversely affect California red-legged frog, foothill yellow-legged frog, western pond turtle, olive-sided flycatcher, yellow-breasted chat, yellow warbler, and other nesting migratory birds if present in the project area during construction. The project would not result in a substantial loss of suitable habitat for these species because it would affect less than 1 acre of montane hardwood-conifer, montane riparian, and urban habitats and most construction would occur in previously disturbed areas.

The project has been designed to minimize effects on aquatic and riparian habitat along Clear Creek to the extent feasible. Because a temporary impoundment would divert water through the project area, no in-water construction activities would be necessary. In-channel activity would occur during the summer months when flows are lowest, which also partially coincides with the breeding season for the frogs. The construction area would be dewatered, but downstream flows would be maintained. BMPs would be implemented to reduce water quality impacts. The majority of the construction activities would occur in previously disturbed areas, including the existing road, shoulders, and bridge.

Direct impacts on California red-legged frog, foothill yellow-legged frog, and western pond turtle could include harassment, injury, and mortality of individuals during construction activities near the creek. Indirect impacts could result from the degradation of aquatic habitat and water quality due to erosion and sedimentation, accidental fuel leaks or spills, and the removal of vegetation along the creek. Implementation of BMPs would ensure impacts on water quality and the creek are less than significant. Although the potential for direct impacts is low, the potential direct impacts could be significant if individual frogs or turtles are wounded or killed. Implementation of Mitigation Measure 1 would reduce the potential for direct impacts and ensure impacts on these species are less than significant.

Direct impacts on nesting special-status and migratory bird species could occur if active nests are destroyed during construction or if construction activities disturb nesting or

breeding activities. These types of impacts could result from vegetation removal along Clear Creek prior to bridge installation or other construction activities near active nest sites. Indirect impacts from human activity and noise can result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests or young, if active nests are present in the immediate vicinity of the construction area. Impacts on nesting, migratory birds would be significant if nesting activity is disrupted. Implementation of Mitigation Measure 2 would reduce the potential for adverse impacts on nesting migratory birds during construction, and impacts would be less than significant.

Construction activities could introduce invasive plants into the project area from seeds or plant material on equipment, if not washed prior to entering the project area. Ground disturbance could encourage the spread of invasive plants already present in the project area by creating conditions that are more favorable for invasive plants than native plants. Equipment working in riparian and other habitats or removing these species for bridge construction could expose seeds of the species or introduce other invasive plant species, resulting in the spread of invasive plant species. Implementation of Mitigation Measure 3 would reduce the potential for invasive plants to be introduced or spread into the project area.

Mitigation Measure 1: Conduct pre-construction surveys for California red-legged frog, foothill yellow-legged frog, and western pond turtle and implement construction measures to reduce impacts.

The County will require its contractor to implement the following measures to avoid or minimize project-related impacts on California red-legged frog, foothill yellow-legged frog, and western pond turtle:

- The County shall retain a USFWS approved biologist familiar with California red-legged frog and habitat requirements to implement mitigation measures for the proposed project. The County shall submit the name and credentials of the biologist(s) to the USFWS for review and approval at least 15 days prior to the onset of construction activities. The biologist shall also be familiar with the biology and habitat requirements of foothill yellow-legged frog and western pond turtle.

- A USFWS-approved biologist shall conduct a California red-legged frog survey of the action area within 24 hours before the onset of vegetation removal. If California red-legged frogs are found during the survey, the approved biologist shall consult with the USFWS and ensure avoidance of the area.

- During the survey for California red-legged frogs, the biologist will also look for signs of foothill yellow-legged frog and western pond turtle in the project area. If these species are observed during the survey, the biologist shall consult with the CDFW to identify appropriate measures to protect individuals during construction and may relocate the individuals outside of the project area at the direction of the CDFW.

- Environmental awareness training shall be conducted prior to onset of the work for construction personnel to brief them on how to recognize California red-legged frog. Construction personnel shall also be informed that if a California red-legged frog is encountered in the work area, construction must stop, and the USFWS will be contacted immediately to provide further guidance.

- Environmental awareness training shall include information on foothill yellow-legged frogs and western pond turtles as well as the need to protect sensitive biological areas and nesting birds.

- Clear Creek and the adjacent riparian wetland outside the work area shall be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact shall be limited to the minimum necessary to achieve the proposed project goal. The goal includes locating access routes and construction areas outside of the creek and riparian areas to the maximum extent practicable. The flagged areas will confine access routes and construction areas to the minimum area necessary to complete construction and minimize impacts on California red-legged frog habitat.

- All initial vegetation to be removed within the action area will be manually clipped to ground level and removed by hand. This activity must be conducted in the presence of a USFWS-approved biologist who will monitor the area for California red-legged frogs.

- Following manual removal of vegetation, the in-stream work area will be fenced to prevent frogs from entering it during bridge replacement. The exclusion fencing shall be similar to sediment fencing or be made of a material that does not allow California red-legged frog to pass through; plastic monofilament netting should not be used to prevent entanglement of individuals. The fencing shall be constructed around a defined work area around the stream, connecting to the diversion dam upstream and the pipeline outlet downstream and extending at least 20 feet from the stream in the upland areas (or up to the edge of the roadway). The fencing shall be buried a minimum of six inches into the ground. Animal exclusion fencing shall be checked once per week to identify weaknesses, and all compromised portions shall be repaired or replaced immediately. Animal exclusion fencing shall be removed once construction is completed or by October 15 of the construction year, whichever comes first.

- If California red-legged frogs are found at any time during the work, construction will stop and the USFWS will be contacted immediately to provide further guidance.

- All refueling and maintenance of equipment and vehicles shall occur at least 50 feet from riparian habitat or water bodies and shall not occur at a location where a spill would drain directly toward the creek. Prior to the onset of work, the County shall ensure that a spill prevention and clean-up plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- Appropriate BMPs to protect water quality and control erosion shall be implemented.

- During construction activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

- Work areas that are temporarily disturbed shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area.

- Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible.

Mitigation Measure 2: Conduct pre-construction surveys for nesting birds and establish construction-free buffer zones around active nest sites.

The County will require its contractor to implement the following measures to minimize or avoid project-related effects on nesting migratory and special-status birds:

- The County shall retain a qualified biologist to conduct a pre-construction survey of the mixed-coniferous and riparian habitats, including trees suitable for nesting raptors, within the project area and within 250 feet of the BSA boundary, as access is available. The pre-construction survey shall be performed between March 15th and August 15th, and no more than 14 days prior to the implementation of construction activities (including staging and equipment access).

- If active nests are found during the pre-construction survey, the County shall coordinate with CDFW on additional protection measures, such as establishment of a buffer around the nest tree. No construction activity shall be conducted within this zone during the nesting season (typically March to August) or until such time that the biologist determines that the nest is no longer active. The buffer zone shall be marked with flagging, stakes, or other means to mark the boundary. All construction personnel shall be notified of the existence of the buffer zone and shall avoid entering the buffer zone during the nesting season.

Mitigation Measure 3: Implement measures to prevent the spread of invasive plant species.

The County will require its contractor to implement the following measures to prevent the spread of invasive plant species into the project area:

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.

- If project implementation calls for mulches or fill, they will be weed free.

- Any seed mixes or other vegetative material used for re-vegetation of disturbed sites will consist of locally adapted native plant materials.

- Any gravels or materials used for the temporary stream diversion shall be new, from a local source, or properly disinfected or cleaned to Caltrans specifications prior to installation.

b, c) ***Potentially Significant Impact Unless Mitigation Incorporated.*** Construction of the new bridge abutments and installation of the diversion dam and piping would require removal of riparian vegetation and placement of fill material (e.g., concrete for the abutments, dam materials) into Clear Creek and the adjacent riparian wetland. The project has been designed to minimize impacts to Clear Creek to the maximum extent practicable. Instream construction would occur during the summer months when flows are lowest. The diversion dam and pipeline would maintain downstream flows below the project area. Permanent

impacts on the creek and riparian wetland would amount to less than 0.01 acre caused by bridge abutment construction. The temporary diversion dam would affect less than 0.001 acre or 5 linear feet of the creek, and about 100 feet of the creek would be dewatered during construction. Avoidance and minimization measures would be implemented during construction to protect water quality in the creek and minimize impacts on riparian vegetation. A Streambed Alteration Agreement may be required from the CDFW. Coverage under a Nationwide Permit pursuant to Section 404 of the Clean Water Act would be required for placement of fill into the creek. Because of the potential net loss of riparian wetlands due to the installation of the new bridge abutments, impacts on waters of the United States could be significant. Compliance with the terms of a Nationwide Permit and Streambed Alteration Agreement, if necessary, and implementation of Mitigation Measure 4, which requires compensatory mitigation for the loss of riparian wetlands, would ensure no net loss of wetlands and reduce impacts to less than significant.

Mitigation Measure 4: Comply with permit conditions and compensate for the loss of riparian wetlands in the project area.

The County will submit the following: (1) a notification of streambed alteration to the CDFW in compliance with Fish and Game Code Section 2801, (2) a pre-construction notification to the U.S. Army Corps of Engineers to obtain coverage under Nationwide Permit 14 in compliance with Section 404 of the Clean Water Act, and (3) an application for water quality certification to the Central Valley Regional Water Quality Control Board in compliance with Section 401 of the Clean Water Act. The County and its contractor will be required to comply with terms of the permits and provide any required documentation of proof of compliance to the permitting agencies. To comply with the federal policy of no net loss of wetlands, the Corps of Engineers is expected to require compensatory mitigation for the permanent loss of 0.01 acre of riparian wetlands. The County will provide compensation in accordance with the terms of the Nationwide Permit. Such compensation is expected to include the purchasing of in-lieu fee credits at a one to one ratio (1:1), or as required by the Corps. Proof of payment will be required prior to any construction activities in the creek or riparian wetland.

d) ***No Impact.*** The project area does not encompass any wildlife nursery sites. The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

e) ***No Impact.*** The project area is not within the boundaries of any local resource protection areas.

f) ***No Impact.*** No known, adopted, state, regional, or federal habitat conservation plans or Natural Community Conservation Plans apply within the project area.

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 identified in Section 15064.5?	☐	☐	☒	☐

V.	**CULTURAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Setting

The project area lies in the ethnographic territory of the Nisenan Maidu (Southern Maidu). Traditionally this territory covered the area from Sacramento in the southwest, east to the Cosumnes River and up the foothills to the Sierra Nevada crest, north along the crest to the headwaters of the North Fork of the Yuba River, west along the Yuba River to the Feather River just above present day Marysville, and south to the confluence of the Feather River and the Sacramento River (North State Resources 2014b). The Nisenan had a loose political organization with six main tribelet or population centers based around several main villages, with smaller settlements and temporary camps as satellites. The foothills area between the Cosumnes River and the American River was one such tribelet. In the foothills, villages were located on large flats near creeks or on ridges. Resources associated with the Nisenan villages include bedrock mortars, textiles and baskets, and stone tools. Three years after the discovery of gold at Sutter's sawmill on the American River in 1848, the entirety of the Nisenan territory was occupied by miners and settlers.

Due to the discovery of gold in the mid-1800s, El Dorado County became a focus of placer mining, and economic ventures in lumber and agriculture began to appear to support the mining. The discovery of gold created a rapid influx of fortune seekers and settlers pursuing gold or building farms, towns, and supporting infrastructure. During the late 19th and early 20th centuries the foothills were primarily an agricultural region dotted with stock raising ranches. Within the immediate vicinity of the project area, limited mining activity of small sluice and pick and pan operations took place during the early Gold Rush (1848-1855), and the main economic theme of the area focused on agriculture, particularly livestock grazing, during the late 19th and early 20th centuries. A sawmill, barn, and house, dating to the late 1800s, were built along Clear Creek near Sly Park Road south of the project area. By the mid-20th century, urban in-filling of the Sierra Nevada foothills had re-defined the modern landscape from rural agriculture to suburban community.

Archived records, historical documents, and prior investigations of the area did not indicate the presence of any known archaeological or historical resources in the project area. Clear Creek bridge (No. 25C0079) is not eligible for listing as a historic bridge. However, research does indicate that a number of historic-era sites that have not been formally documented could be located adjacent to or within undisturbed portions of the project area. Field surveys did not reveal any intact prehistoric or historic era resources in the project area, and the project area has a low to moderate potential to contain these resources.

Discussion of Impacts

a, b) ***Less than Significant Impact.*** Ground disturbance associated with construction of the proposed bridge and modification of the roadway approaches would disturb soils and could affect previously undiscovered, buried resources. Because the area being disturbed is restricted almost entirely to the existing road prism and areas that are less likely to contain historic-era sites, it is unlikely that any presently undocumented cultural resources would be affected by the project. Compliance with the County's standard provisions, including halting construction in the vicinity of a potential cultural resources find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction, would ensure any potential impacts on buried or previously undiscovered resources are less than significant.

c) ***No Impact.*** Paleontological resources in El Dorado County are associated with limestone cave deposits, deposits associated with the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004). These types of deposits and other unique geologic features are not present in the project area.

d) ***Less than Significant Impact.*** Based on the prehistoric and historic uses of the area and the current disturbed nature of the project area, human remains are not expected to be affected by construction activities. However, ground-disturbing activities could expose previously unknown remains and result in adverse impacts if the remains are human. The County's standard contract provisions give direction to construction crews to cease work in the event of an unanticipated discovery and notify the County or other appropriate entity to allow the remains to be evaluated and properly treated if necessary. Compliance with the County's standard provisions would ensure any potential impacts on human remains are less than significant.

VI. GEOLOGY AND SOILS — Would the project:	***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

VI.	**GEOLOGY AND SOILS** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Setting

El Dorado County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Basin and Range province. The Sierra Nevada province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity are factors that led to the east-west orientation of stream channels (El Dorado County 2004). The project area is in the southwestern foothills of El Dorado County, which are primarily composed of amphibolite, serpentine, and pyroxenite rocks of the Mariposa Formation.

Seismicity and Fault Systems

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, 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 (El Dorado County 2003).

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 (El Dorado County 2003). None of the faults in the county have been designated as an Alquist-Priolo Earthquake Fault Zone. The nearest known active fault to the project area is the Lake Tahoe Fault, which is located approximately 35 miles northeast, and the nearest potentially active fault is the Forest Hill-Melones Fault, which is 9 miles to the west. Earthquake activity at these faults could be noticeable in the project area; however, the potential for liquefaction, slope instability, and surface rupture is considered negligible because of the soil and geologic conditions of the project area.

Soils

Soil types in the project area include Josephine gravelly loam and Mariposa very rocky silt loam, as described below (U.S. Department of Agriculture 1974; Natural Resources Conservation Service 2014).

- **Josephine gravelly loam (JrD), 15 to 30 percent slopes:** The Josephine series consists of deep, well-drained soils that formed from altered sedimentary and extrusive igneous rocks. This soil has a moderate expansion potential. This soil type occurs on the hill slope in the northern-most portion of the project area.

- **Mariposa very rocky silt loam (MbF), 50 to 70 percent slopes:** The Mariposa series consists of deep, well-drained soils with parent materials of weather metamorphic rock, schist or slate and usually with underlying bedrock. This soil has a moderate expansion potential. Most of the project area contains this soil type, which generally occurs along Clear Creek.

Discussion of Impacts

a-i,iii,iv) ***No Impact.*** The project area is not near any Alquist-Priolo faults, and the potential for seismic-related ground failure or landslides is considered negligible based on soil and geologic conditions. The project would not expose people to seismic-related soil or geologic hazards.

a-ii) ***Less than Significant Impact.*** Although the nearest potentially active fault is approximately 9 miles from the project area, earthquake activity could be noticeable in the project area. The project, specifically the new bridge, would be designed in accordance with Caltrans and California Building Code requirements for seismically active regions. Earthquake activity would have a negligible effect on the new bridge and road, resulting in less-than-significant impacts on public safety.

b) ***Less than Significant Impact.*** The project would require grading and earthwork as part of the road improvements. Approximately 100 cubic yards of material would be excavated, and approximately 800 cubic yards of material may be imported for fill. The project includes standard BMPs to minimize the potential for soil erosion during construction activities in accordance with the County's Grading Ordinance, Storm Water Management Plan for Western El Dorado County, and water pollution control plan for the project. Following construction, exposed, disturbed areas would be revegetated. Implementation of these BMPs would ensure impacts from soil erosion are less than significant.

c) ***No Impact.*** The project area is not in an area of geologic or soil instability. The soils in the project area are not at risk of landslides, liquefaction, or collapse; the topography of the surrounding area is generally flat to rolling terrain on a gentle gradient and composed of soils deposited above bedrock.

d) ***Less Than Significant Impact.*** The soil types underlying the project area are considered to be moderately expansive. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement.

e) ***No Impact.*** The project does not involve construction of septic tanks or wastewater disposal systems.

VII.	**HAZARDS AND HAZARDOUS MATERIALS** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	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?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

Hazardous materials and waste are substances that are considered toxic, ignitable, corrosive, or reactive (as defined in California Code of Regulations, Title 22, Sections 66261.20-66261.24). The release of hazardous materials into the environment could contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control maintains a list of hazardous substance sites. This list, referred to as the "Cortese List," includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the El Dorado County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley RWQCB maintains files on hazardous material sites. Most hazardous materials regulation and

enforcement in El Dorado County are overseen by the El Dorado County Environmental Management Department, which refers large cases of hazardous materials contamination or violations to the RWQCB and the State Department of Toxic Substances Control. Other agencies, such as the El Dorado County AQMD and the Federal and State Occupational Safety and Health Administrations, may also be involved when issues related to hazardous materials arise.

No hazardous substance sites from the Cortese List have been identified in El Dorado County (California Department of Toxic Substances Control 2014). Two hazardous material sites monitored by El Dorado County occur more than 1.7 miles to the west of the project area along Pleasant Valley Road: the Pleasant Valley Store clean-up site (a leaking underground storage tank) and the store's permitted underground storage tank (State Water Resources Control Board 2014b).

The project area lies entirely with the State Responsibility Area with regards to fire protection. No federal lands are in the project area. Fire hazard can be defined as the amount, condition, and structure of fuels that will burn if a fire enters an area. The project area and surrounding lands are designated by the California Department of Forestry and Fire Protection (CalFire) as having a Very High Fire Hazard Severity Zone rating (CalFire 2007).

Discussion of Impacts

a, b) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities for equipment maintenance (e.g., fuel and solvents) and roadway resurfacing. Hazardous materials may also be stored in staging areas. Use of hazardous materials would be limited to the construction phase and would comply with applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Construction measures and BMPs would reduce the potential for a hazardous materials spill to occur and would minimize impacts if a spill were to happen. In addition, as described in the Project Description, the contractor will be required to prepare a water pollution control plan that identifies project-specific BMPs that would be implemented in accordance with County and Caltrans requirements, which would further reduce the potential for a hazardous material spill.

c, d, e, f) ***No Impact.*** The project area is not within 0.25 mile of a school or an airport. No hazardous waste or substance sites have been identified in the project area or within a 1-mile radius. Therefore, the project would not expose people to hazards associated with airports or hazardous waste site activity.

g) ***Less Than Significant Impact.*** The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Temporary lane closures would be necessary during road improvements and bridge construction, but traffic control measures would be implemented (e.g., signs, flagging, traffic controllers). The County would coordinate with law enforcement and emergency response providers to ensure continuity of emergency access when needed. One controlled 10-foot-wide traffic lane would be maintained throughout construction to allow vehicle traffic across the bridge. Because traffic control measures would be implemented, construction would not prevent or impede the circulation of emergency service vehicles through the project area or evacuation in the event of a major emergency.

h) ***Less Than Significant Impact.*** Due to the very high fire hazard rating of the surrounding area, construction activities, particularly the use of construction equipment and any welding activities, have the potential to result in the ignition of a fire. As a standard contract

provision, the County would require a fire plan to reduce the potential for accidental ignitions. Water used for dust control would help maintain soil moisture and provide a source of water for extinguishing a fire.

The project would not alter the potential for wildfire ignitions over the long term. The fire hazard rating of the area would not be altered by the project, and the project would not expose people and/or structures to a significant risk of loss, injury, or death involving wildland fires over the long term.

	VIII. HYDROLOGY AND WATER QUALITY — Would the project:	***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j)	Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The project area is in the Upper Cosumnes U.S. Geological Survey Hydrologic Map Unit (Map Unit Number 18040013), which is part of the San Joaquin River basin. Clear Creek flows east to west through the project area from Jenkinson Lake where it is discharged under controlled release. Clear Creek converges with the North Fork of the Cosumnes River approximately 3 miles southwest. Beneficial uses of the Cosumnes River, as identified in the Fourth Edition of the Water Quality Control Plan (Basin Plan) for the Sacramento River and San Joaquin River Basins (Central Valley Regional Water Quality Control Board 2011), include municipal and domestic supply, irrigation, stock watering, contact recreation, canoeing and rafting, other noncontact recreation, warm and cold freshwater habitat, warm migration habitat, warm and cold spawning habitat, and wildlife habitat. Clear Creek is not listed as an impaired water body under Section 303(d) of the Clean Water Act. Surface water testing indicates good to fair water quality (State Water Resources Control Board 2014a).

The project area is in Zone X, which is outside the 100-year floodplain (Federal Emergency Management Agency 2006).

Discussion of Impacts

a) ***Less than Significant Impact.*** Construction activities would disturb and expose soil within the stream channel beneath the bridge and at the location of the diversion dam. These activities could discharge sediment into runoff during precipitation or storm events, which could be carried into downstream creeks and rivers and affect water quality. As a standard contract requirement, the County would require the contractor to comply with the Storm Water Management Plan for Western El Dorado County and prepare a water pollution control plan. BMPs will be implemented during construction activities to minimize discharge of pollutants from construction activities. Implementation of BMPs in accordance with County and Caltrans requirements and construction activities during the drier summer months would ensure project impacts on water quality are less than significant.

b) ***No Impact.*** The project would not require the use of groundwater or affect groundwater recharge in the project area.

c, d, e) ***Less Than Significant Impact.*** The proposed project would require the placement of a diversion dam to facilitate temporary dewatering of approximately 100 linear feet of Clear Creek during construction of the new bridge. A temporary alteration of drainage patterns in the dewatered area would occur during construction, but the dam would be removed at the end of each construction season to restore flows to normal conditions. The dam is not expected to create flooding because the dam would only be in place when stream flows are lowest. The new bridge and wider roadway approaches would result in a minor increase in impervious surface area, which would result in a negligible increase in surface runoff entering the creek. BMPs would be implemented during construction to reduce the potential for erosion. The temporary alteration of Clear Creek flows and additional impermeable surface area would result in less-than-significant impacts on water quality and flooding.

f) ***No Impact.*** The project would not have other water quality impacts beyond those discussed under item a) above and would not contribute runoff to a storm drain system.

g, h, i, j) ***No Impact.*** The project is outside the 100-year flood zone and would not expose people or structures to risks from flooding or inundation by seiche, tsunami, or mudflow.

IX.	**LAND USE AND PLANNING** – Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The project area is in unincorporated El Dorado County near the community of Pleasant Valley. Pleasant Valley is designated as a rural center in El Dorado County. Land uses in the vicinity of the project area include residential uses and open space. The project area is designated for Medium Density Residential (MDR) according to the General Plan and is zoned for Estate Residential Five-Acre (RE-5) (El Dorado County 2014). The El Dorado County General Plan provides policies and implementation strategies for management of the resources in the unincorporated area, and the Zoning Ordinance provides direction on allowable uses and facilities in each zone. No habitat conservation plans have been adopted for the area. The County is in the process of preparing an Integrated Natural Resources Management Plan, but it has not yet been adopted.

Discussion of Impacts

a) ***No Impact.*** The proposed project involves the replacement of an existing bridge and roadway improvements. The project would not physically divide an established community.

b, c) ***No Impact.*** The project would not conflict with the El Dorado County General Plan. The proposed road improvements are consistent with the Circulation Element of the General Plan, and the project is included in the El Dorado County Capital Improvement Program, adopted by the County Board of Supervisors. No habitat conservation plans or natural community conservation plans have been adopted for the project area.

X.	**MINERAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

X. MINERAL RESOURCES — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting

El Dorado County in general is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, including gold, are considered the most significant extractive mineral resources. The project area is not in an important mineral resource area, as depicted in the General Plan (El Dorado County 2004).

Discussion of Impacts

a, b) ***No Impact.*** The project area is not in or adjacent to any important mineral resource areas identified by the State of California or El Dorado County. Road and bridge improvements would not affect the availability of mineral resources of value to the state or region.

XI. NOISE — Would the project result in:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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 of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The El Dorado County General Plan Noise Element identifies several policies that regulate construction-related noise and establish acceptable noise levels and standards. Policy 6.5.1.7 requires mitigation to keep non-transportation noise levels below acceptable standards identified in the General Plan. Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the project. In rural areas, such as the project area, maximum noise levels for non-transportation sources are 50 decibels (dB) during daytime hours, 45 dB during evening hours, and 40 dB during nighttime hours, as measured 100 feet from residences (El Dorado County General Plan, Table 6-2).

Ambient noise levels in the project area and vicinity are primarily from vehicular traffic along Clear Creek Road. Sensitive receptors in the vicinity include residents along Clear Creek Road. The closest residence to the project area is approximately 50 feet to the south of Clear Creek bridge.

Discussion of Impacts

a, d) ***Less Than Significant Impact.*** Construction activities would increase noise levels temporarily in the vicinity of the project area and may periodically exceed noise standards in the General Plan. 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. Noise levels for typical construction equipment that may be used are listed in Table 2. Few sensitive receptors are present near the project area, with the nearest residents more than 40 feet away. Construction noise would temporarily increase noise levels in the project area, ranging from about 76 to 88 dB at 50 feet from the activity. Residences more than 50 feet from the project area would be exposed to less noise as noise levels would be expected to attenuate (decrease) with distance from the source. Some noise would be masked by intervening vegetation and topography between the residences and construction activities. Daytime and nighttime construction activity would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11. Construction noise would be temporary and would not substantially increase noise levels in the project area for extended periods during construction. In addition, the County would coordinate with the nearby residents prior to conducting any nighttime construction to ensure minimal disruptions or disturbance. Noise-related impacts would be less than significant.

Table 2. Typical Construction-Related Noise Levels

Construction Equipment	Typical Noise Level (dB) 50 Feet from Source
Truck	88
Bulldozer	85
Concrete mixer	85
Grader	85
Loader	85
Concrete pump	82
Pump	76

Source: Federal Transit Administration 2006

b) ***Less Than Significant Impact.*** Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. If blasting is required, it would result in periodic temporary generation of groundborne vibrations. Impacts from groundborne vibrations are not expected to cause vibration levels capable of affecting nearby structures based on the distance of the new bridge from residences.

c) ***No Impact.*** Because the project is not traffic-inducing (i.e., traffic levels will not increase), ambient noise levels in and around the project area would not permanently increase as a result of project implementation.

e, f) ***No Impact.*** The project area is not near a public or private airport or airstrip. The project would not expose people to noise from airport activities.

XII. POPULATION AND HOUSING — Would the project:		***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The project area is in unincorporated El Dorado County near the rural center of Pleasant Valley. Several residences occur in the project vicinity, and several driveways provide direct access onto Clear Creek Road in the project area.

Discussion of Impacts

a-c) ***No Impact.*** The proposed project includes a bridge replacement and road improvements and would not generate new population or housing. The proposed project would not induce population growth directly or indirectly. The proposed project would not displace any housing or people.

XIII. **PUBLIC SERVICES** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Environmental Setting

The project is in a rural area of El Dorado County. Fire and police protection services are provided by the El Dorado County Fire Protection District and El Dorado County Sheriff, respectively. These service providers may use Clear Creek Road to access residential areas to the east of the project area. No schools, parks, or other public facilities occur in the immediate vicinity. The County maintains public facilities including Clear Creek Road.

Discussion of Impact

a) ***No Impact.*** The proposed project would not include elements that would increase human population or presence in the area, nor would it be associated with population changes or new residential development. Therefore, additional governmental facilities would not be needed for fire protection, police protection, schools, parks, or other public facilities as a direct or indirect result of the project. The project would improve access across Clear Creek, and temporary lane closures would not impede emergency access through the project area.

XIV. **RECREATION** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

No designated recreation or park facilities occur within or near the project area.

Discussion of Impacts

a, b) ***No Impact.*** Road and bridge improvements would not affect the use of existing neighborhood and regional parks or other recreational facilities in the region. The project does not include the construction of any recreational facilities, nor would it require the expansion of existing recreational facilities.

XV. **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)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒

XV. **TRANSPORTATION/TRAFFIC** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Environmental Setting

Clear Creek Road is a local rural road with a single two-way travel lane and has an average daily traffic count of about 450 trips near the project area. No designated bike routes pass through the project area, and none are proposed along Clear Creek Road (El Dorado County Transportation Commission 2010). The nearest major crossroad, Sly Park Road, is approximately 0.25 mile to the west of the project area. Sly Park Road is a two-lane arterial roadway that extends from Pleasant Valley Road to U.S. Highway 50 in Pollock Pines.

Discussion of Impacts

a, b) ***Less than Significant Impact.*** The proposed project is not designed to increase vehicle trips on Clear Creek Road; it is intended to improve traffic flow and traffic safety through the area by widening the bridge and modifying the roadway to match the new bridge. Construction-related activities may temporarily increase traffic delays on the road and across the bridge and could result in increased traffic on other roads in the area during construction. However, the effects would be temporary and limited to a maximum of two construction seasons lasting approximately 6 months each. Some construction may occur at nighttime to reduce traffic-related impacts. In addition, as described in the Project Description, traffic control measures would be in place during the construction phase to alert travelers to potential delays. Project implementation would have a less-than-significant impact on traffic loads and level of service in the area.

The proposed project may be constructed at the same time as the nearby Clear Creek Bridge Number 25C0080 replacement project, and both projects would result in temporary closures and disruptions to traffic along Clear Creek Road. The County would implement traffic control measures for each project and coordinate these measures between the projects to ensure minimal disruptions to travelers along the road. With those measures, construction of both projects at the same time would not result in cumulatively significant traffic impacts.

c) ***No Impact.*** The project would not affect air traffic patterns and would have no effect on air traffic levels or safety.

d) ***No Impact.*** The proposed project would not increase hazards due to a design feature or incompatible uses. Road and bridge improvements are expected to improve traffic safety.

e) ***Less Than Significant Impact.*** Construction activities would require temporary lane closures for about 6 months during two construction seasons. Minor delays may be experienced for emergency access along Clear Creek Road or to the residences adjacent to the work area, but through traffic would not be prevented. The County or its construction contractor(s) will coordinate with law enforcement and emergency service providers prior

to the start of construction to ensure that construction activities do not impair emergency services and law enforcement response. Because of the small local population and low traffic levels in the project area, temporary access delays would not impede emergency access. Residents will also be notified in advance of construction, and residents would be allowed access to their properties throughout the construction phase. Traffic-related impacts would be less than significant.

f) ***No Impact.*** The project does not involve on-street or off-street parking.

g) ***No Impact.*** The proposed project would improve Clear Creek Road and bridge. It would not conflict with adopted policies for alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS — Would the project:		***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Utilities located within and adjacent to the project area include water services, electricity, cable, and telephone lines. The closest landfill is the Western El Dorado Recovery System transfer and processing facility located near Pleasant Valley Road and Diamond Road in Diamond Springs, about 9 miles west of the project area (California Integrated Waste Management Board 2014). It has a permitted capacity of 400 tons per day and accepts commercial and residential waste throughout the week.

Discussion of Impacts

a, b, d, e) ***No Impact.*** The proposed project would not generate wastewater or require a new water supply. No new wastewater or water facilities would be constructed or needed as part of the project.

c) ***Less than Significant Impact.*** Roadside drainage would be modified and improved to match the new roadway, and a new storm drain pipe would be installed off the north side of Clear Creek Road, east of the bridge, to convey runoff from the road into Clear Creek. Construction of new storm water drainage facilities would result in minor soil disturbance and vegetation removal, and associated impacts would be less than significant.

f, g) ***Less than Significant Impact.*** Solid waste generated by the project would be limited to construction debris, including asphalt and concrete, and old bridge pieces. Disposal would occur at permitted landfills, such as the Western El Dorado Recovery System, in accordance with federal, state, and local regulations pertaining to waste disposal. Materials would be recycled or reused as feasible. The proposed project would not generate the need for a new solid waste facility, and impacts would be less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE		***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
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?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) ***Potentially Significant Unless Mitigation Incorporated.*** Construction-related activities could result in impacts on sensitive biological resources and previously undiscovered cultural resources. Standard construction practices and mitigation measures described in this Initial Study would be implemented to ensure minimal impacts to biological and cultural resources.

b) ***Potentially Significant Unless Mitigation Incorporated.*** The proposed project may be constructed at the same time as the nearby Clear Creek Bridge Number 25C0080 replacement project. Construction activities for both projects would temporarily increase air pollutant emissions in the area, increase noise levels in the vicinity of each project, cause traffic delays along Clear Creek Road, and result in other typical construction-related impacts. These combined effects of the construction activities for both projects would not be cumulatively significant with implementation of the standard and project-specific construction measures outlined in Chapter 2, which the County would implement for each project.

Both projects could result in cumulatively considerable impacts on special-status wildlife species and wetlands; however, project design, standard and project-specific procedures and requirements outlined in Chapter 2, and mitigation measures identified in Chapter 3, which the County would implement for each project, would ensure the effects of each project on wildlife and wetlands are less than significant and not cumulatively considerable. The cumulative impacts of both projects would be less than significant.

c) ***Less than Significant Impacts.*** The proposed project, particularly during the construction phase, would result in a variety of temporary impacts to human beings. Potential adverse effects would be related to air quality, noise, traffic, and wildfire hazards. The implementation of construction measures described in this Initial Study would ensure construction-related impacts on human beings are less than significant, and no long-term impacts are anticipated.

4. DETERMINATION

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.

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

On the basis of this initial evaluation:

☐ I find that the project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the 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 Date

Name and Title: Janet Postlewait, Principal Planner

5. REPORT PREPARATION AND REFERENCES

5.1. Report Preparation

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APPENDIX A

Mitigation Monitoring and Reporting Plan

Mitigation Monitoring and Reporting Plan
for the
Clear Creek Road at Clear Creek Bridge (25C0079) Replacement Project

El Dorado County
Community Development Agency
Transportation Division
(CEQA Lead Agency)

April 2015

Adopted by Board of Supervisors on: _____

Introduction

Purpose

The El Dorado County Community Development Agency, Transportation Division (County) has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed Clear Creek Road at Clear Creek Bridge (25C0079) Replacement Project (proposed project). The County is developing plans to replace Bridge No. 25C0079 on Clear Creek Road at Clear Creek. The proposed project is described in more detail in the IS/MND.

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 four 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. The County, 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 the County; during construction, the delegated responsibility is shared by County contractors. Each mitigation measure in this plan contains a “Verified By” signature line, which will be signed by the County 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

Impact 1: Potential impacts on California red-legged frog, foothill yellow-legged frog, and western pond turtle.

Mitigation Measure 1: Conduct pre-construction surveys for California red-legged frog, foothill yellow-legged frog and western pond turtle and implement construction measures to reduce impacts.

The County will require its contractor to implement the following measures to avoid or minimize project-related impacts on California red-legged frog, foothill yellow-legged frog, and western and turtle:

- The County shall retain a USFWS approved biologist familiar with California red-legged frog and habitat requirements to implement mitigation measures for the proposed project. The County shall submit the name and credentials of the biologist(s) to the USFWS for review and approval at least 15 days prior to the onset of construction activities. The biologist shall also be familiar with the biology and habitat requirements of foothill yellow-legged frog and western pond turtle.

- A USFWS-approved biologist shall conduct a California red-legged frog survey of the action area within 24 hours before the onset of vegetation removal. If California red-legged frogs are found during the survey, the approved biologist shall consult with the USFWS and ensure avoidance of the area.

- During the survey for California red-legged frogs, the biologist will also look for signs of foothill yellow-legged frog and western pond turtle in the project area. If these species are observed during the survey, the biologist shall consult with the CDFW to identify appropriate measures to protect individuals during construction and may relocate the individuals outside of the project area at the direction of the CDFW.

- Environmental awareness training shall be conducted prior to onset of the work for construction personnel to brief them on how to recognize California red-legged frog. Construction personnel shall also be informed that if a California red-legged frog is encountered in the work area, construction must stop, and the USFWS will be contacted immediately to provide further guidance.

- Environmental awareness training shall include information on foothill yellow-legged frogs and western pond turtles as well as the need to protect sensitive biological areas and nesting birds.

- Clear Creek and the adjacent riparian wetland outside the work area shall be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact shall be limited to the minimum necessary to achieve the proposed project goal. The goal includes locating access routes and construction areas outside of the creek and riparian areas to the maximum extent practicable. The flagged areas will confine access routes and construction areas to the minimum area necessary to complete construction and minimize impacts on California red-legged frog habitat.

- All initial vegetation to be removed within the action area will be manually clipped to ground level and removed by hand. This activity must be conducted in the presence of a USFWS-approved biologist who will monitor the area for California red-legged frogs.

- Following manual removal of vegetation, the in-stream work area will be fenced to prevent frogs from entering it during bridge replacement. The exclusion fencing shall be similar to sediment fencing or be made of a material that does not allow California red-legged frog to pass through; plastic monofilament netting should not be used to prevent entanglement of individuals. The fencing shall be constructed around a defined work area around the stream, connecting to the diversion dam upstream and the pipeline outlet downstream and extending at least 20 feet from the stream in the upland areas (or up to the edge of the roadway). The fencing shall be buried a minimum of six inches into the ground. Animal exclusion fencing shall be checked once per week to identify weaknesses, and all compromised portions shall be repaired or replaced immediately. Animal exclusion fencing shall be removed once construction is completed or by October 15 of the construction year, whichever comes first.

- If California red-legged frogs are found at any time during the work, construction will stop and the USFWS will be contacted immediately to provide further guidance.

- All refueling and maintenance of equipment and vehicles shall occur at least 50 feet from riparian habitat or water bodies and shall not occur at a location where a spill would drain directly toward the creek. Prior to the onset of work, the County shall ensure that a spill prevention and clean-up plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- Appropriate BMPs to protect water quality and control erosion shall be implemented.

- During construction activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

- Work areas that are temporarily disturbed shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area.

- Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible.

Implementation: The County will retain the services of a qualified biologist to conduct pre-construction surveys and will implement the measures 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 and Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 2: Potential impacts on nesting birds.

Mitigation Measure 2: Conduct pre-construction surveys for nesting birds and establish construction-free buffer zones around active nest sites.

The County will require its contractor to implement the following measures to minimize or avoid project-related effects on nesting migratory and special-status birds:

- The County shall retain a qualified biologist to conduct a pre-construction survey of the mixed-coniferous and riparian habitats, including trees suitable for nesting raptors, within the project area and within 250 feet of the BSA boundary, as access is available. The pre-construction survey shall be performed between March 15th and August 15th, and no more than 14 days prior to the implementation of construction activities (including staging and equipment access).

- If active nests are found during the pre-construction survey, the County shall coordinate with CDFW on additional protection measures, such as establishment of a buffer around the nest tree. No construction activity shall be conducted within this zone during the nesting season (typically March to August) or until such time that the biologist determines that the nest is no longer active. The buffer zone shall be marked with flagging, stakes, or other means to mark the boundary. All construction personnel shall be notified of the existence of the buffer zone and shall avoid entering the buffer zone during the nesting season.

Implementation: The County will retain the services of a qualified biologist to conduct pre-construction surveys and will implement the measures 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 and Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 3: Impacts on habitats from invasive species.

Mitigation Measure 3: Implement measures to prevent the spread of invasive plant species.

The County will require its contractor to implement the following measures to prevent the spread of invasive plant species into the project area:

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.

- If project implementation calls for mulches or fill, they will be weed free.

- Any seed mixes or other vegetative material used for re-vegetation of disturbed sites will consist of locally adapted native plant materials.

- Any gravels or materials used for the temporary stream diversion shall be new, from a local source, or properly disinfected or cleaned to Caltrans specifications prior to installation.

Implementation: The County will implement the measures described above.

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

Timing: Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 4: Impacts on waters of the United States (Clear Creek and adjacent wetlands).

Mitigation Measure 4: Comply with permit conditions and compensate for the loss of riparian wetlands in the project area.

The County will submit the following: (1) a notification of streambed alteration to the CDFW in compliance with Fish and Game Code Section 2801, (2) a pre-construction notification to the U.S. Army Corps of Engineers to obtain coverage under Nationwide Permit 14 in compliance with Section 404 of the Clean Water Act, and (3) an application for water quality certification to the Central Valley Regional Water Quality Control Board in compliance with Section 401 of the Clean Water Act. The County and its contractor will be required to comply with terms of the permits and provide any required documentation of proof of compliance to the permitting agencies. To comply with the federal policy of no net loss of wetlands, the Corps of Engineers is expected to require compensatory mitigation for the permanent loss of 0.01 acre of riparian wetlands. The County will provide compensation in accordance with the terms of the Nationwide Permit. Such compensation is expected to include the purchasing of in-lieu fee credits at a one to one ratio (1:1), or as required by the Corps. Proof of payment will be required prior to any construction activities in the creek or riparian wetland.

Implementation: The County will submit the required documentation and comply with terms of the permit.

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

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager