

Attachment B – Excerpt from INRMP Contract Scope of Work

Subtask 1.d Evaluate Wildlife Movement Corridors

The SEA Team will evaluate the need for north-south wildlife movement corridors and linkages, including identification of species with north-south migration patterns. The Team will analyze the barrier effect of Highway 50 and other major roadways in the project area (i.e., Motherlode Road). The Team will identify existing locations along Highway 50 that allow safe passage for terrestrial mammals. The Team will examine and discuss issues involved with retrofitting existing drainage structures and undercrossings to provide for discrete wildlife crossings, including an approximation of the cost, to allow the County to assess the feasibility of such an approach. Prior research studies, such as the 2002 Saving & Greenwood report and initial oak-corridor mapping conducted for the OWMP by EN2 Resources, Inc., will also be analyzed. Alternative locations for wildlife movement across Highway 50 (such as Weber Creek and areas east of Placerville), will be identified and examined as to the relative feasibility of those locations. General Plan Policy 7.4.2.8 (A) and the Oak Woodland Management Plan will be considered as part of this task.

The Team will investigate the likelihood that wildlife can cross Highway 50 from the western County line to the 4,000 foot elevation on the eastern project area boundary. We will do this in two ways: 1) use existing maps and knowledge of habitat areas near or adjacent to the highway to map areas of likely concern and 2) field a small crew of UC Davis student-scientists to map (GPS) and describe (dimensions) all potential pathways for wildlife to opportunistically cross the Highway 50 right-of-way. We will also describe the factors that may constrain or enable wildlife crossing of major roads and Highway 50, in order to allow for a more general understanding of barriers and opportunities for crossing.

We will describe how and where various types of crossing enhancement strategies could be used for major roads and highways in the County. We will include cost-ranges for the strategies, based upon costs elsewhere in California or the US.

SEA will evaluate the various Highway 50 crossing alternatives, starting at the western County line and extending to elevation 4,000 feet to the east. We will characterize each potential crossing's relative importance and feasibility for enhancement and maintenance.