Initial Study/
Mitigated Negative Declaration

Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project

June 2010

El Dorado County
Department of Transportation

Mitigated Negative Declaration

The El Dorado County Department of Transportation (DOT) has reviewed the Project described below under the California Environmental Quality Act (CEQA). Measures have been incorporated into the Project to avoid or mitigate the potential environmental effects. Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations, this Mitigated Negative Declaration has been prepared for public review and for filing with the State of California.

1. Title and Short Description of Project: Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project.

El Dorado County Department of Transportation intends to replace Bridge No. 25C0047 on Sly Park Road at Clear Creek. Generally, the proposed Project would 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 Sly Park 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 revegetation of disturbed areas.

The Project is included in the County Capital Improvement Program and the Federal Statewide Transportation Improvement Program and is being funded by a combination of County and federal funds. The purpose of the Project is to improve traffic safety conditions on a public roadway by: (1) replacing a functionally obsolete and substandard bridge with a new structure that meets current standards, (2) correcting the road geometry approaching the bridge from both the east-bound and west-bound directions, and (3) providing a turn lane and turning access at Clear Creek Road and local driveways. Construction of the Project is expected to start in 2011 and would require two construction seasons, each lasting approximately 9 months (March through November).

2. Location of Project: Intersection of Sly Park Road and Clear Creek, near Pleasant Valley, El Dorado County, California. The Area of Direct Impact (ADI) encompasses approximately 1.7 acres.

3. Project Proponent: El Dorado County Department of Transportation

4. Mitigation Measures Included in the Project:

As part of the Project, the County has identified the following measures to reduce or avoid potential impacts:

- **Project Construction Area:** Construction limits at the boundary of the ADI will be conspicuously identified in the field, including orange fencing in the vicinity of the road cutbanks on the north side of the Sly Park Road/Clear Creek Road intersection.

- **Water Quality:** The instream work will occur during summer months, when stream flows are low. Prior to construction, the contractor will be required to prepare a storm water pollution prevention plan (SWPPP) that will address the methods and scheduling to ensure that the stream water is protected during construction. The SWPPP will include County and Caltrans Construction Site Best Management Practices (BMPs), including BMPs related to Structure Demolition/Removal Over or Adjacent to Water, Temporary Stream Crossing, Stream Bank Stabilization, Clear Water Diversion, Material Equipment Use Over Water, and others as applicable. The Project would comply with the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ and the Storm Water Management Plan for Western El Dorado County.

- **Soil Erosion:** The Project construction documents will include standard BMPs to minimize the potential for soil erosion in accordance with the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County and the Project's SWPPP. Following construction, exposed, disturbed areas will be revegetated, consistent with measures identified in the El Dorado County Erosion Control and Revegetation Plan.

- **Hazardous Materials:** Use of hazardous materials will be limited to the construction phase and will comply with applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Hazardous materials will not be stored or used in or immediately adjacent to the creek to prevent accidental discharge of hazardous materials into the water; equipment maintenance and other hazardous material use will not occur within or immediately adjacent to the creek to prevent adverse water quality impacts. The construction contractor will be required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities.

- **Solid Waste Disposal:** Demolition materials will be removed and disposed of off site at an appropriate facility. Disposal will 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 will be recycled or reused as feasible.

- **Traffic Control and Management:** Traffic control will be provided on Sly Park Road during construction. Construction may be conducted at night to avoid major traffic impacts. The bridge will be constructed in two separate stages to maintain two-way traffic flow throughout the Project, although short-term lane closures may occur.

- **Air Quality:** The Project will comply with terms of the County grading permit issued for the Project, and the Project would comply with applicable Air Quality Management District rules, including: Rule 223 Fugitive Dust – General Requirements; Rule 223-1 Fugitive Dust – Construction Requirements. These rules regulate fugitive dust generated by construction activities. In compliance with Rule 223-1, the construction contractor will prepare a fugitive dust plan and submit it to the County for approval prior to construction.

- **Lighting:** Nighttime lighting will be directed into the construction area and will not shine directly into nearby residences or oncoming traffic.

- **Construction Noise:** Daytime construction activity will comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11, and nighttime work will be only occur if nighttime construction activities would alleviate traffic congestion and safety hazards.

- **Archaeological Discoveries.** Contract plans and specifications will include the County's standard provisions for unanticipated discoveries of buried archaeological materials during construction. The County's standard construction plans and specifications [based on the California Department of Transportation (Caltrans) Standard Specifications and Standard Special Provisions] provide that, in the event that archaeological materials or potential archaeological materials are encountered during ground-disturbing activities, work in the immediate area of the discovery will cease immediately, appropriate notifications will be made, and necessary actions will be taken as directed by qualified personnel. These standard provisions are aimed at ensuring compliance with the relevant laws and regulations (i.e., Public Resources Code sections 5097.5, 5097.98, and 5097.99; Title 14 California Code of Regulations section 7050; and Health and Safety Code section 7050.5).

In addition to the Project measures, the results of the impact analysis presented in the Initial Study indicate the need to implement mitigation measures to reduce potential impacts on sensitive biological resources. These mitigation measures are listed below.

Mitigation Measure BR-1: Conduct pre-construction surveys for California red-legged frog and Foothill yellow-legged frog and implement construction measures to reduce impacts.

The County will implement the following measures to avoid or minimize Project-related impacts on California red-legged frog; these measures will also protect Foothill yellow-legged frog:

- The County shall retain a qualified biologist familiar with California red-legged frog biology and habitat requirements to implement mitigation measures for the 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.

- A USFWS-approved biologist shall conduct a California red-legged frog survey of the BSA within 24 hours before the onset of vegetation removal. If any life stage of the California red-legged frog is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall consult with the USFWS to identify appropriate measures, beyond those identified in this document, for avoidance or protection of the individual(s).

- The biologist shall also survey for Foothill yellow-legged frog during the California red-legged frog surveys. If Foothill yellow-legged frogs are encountered in the BSA during pre-construction surveys or during construction, a qualified biologist shall relocate the individual(s) the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the Project.

- Environmental awareness training shall be conducted prior to onset of Project work for construction personnel to brief them on how to recognize California red-legged frogs. Construction personnel shall also be informed that if a red-legged frog is encountered in the

work area, construction must stop, and the Project biologist will be contacted immediately to provide further guidance from USFWS.

- Training and other protections measures shall incorporate Foothill yellow-legged frog habitat requirements and identification.

- Clear Creek and the adjacent riparian habitat 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 Project goal. This 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 the impact on potential frog habitat.

- All initial vegetation to be removed within the BSA 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 work area will be fenced to prevent animals from entering the Project site. The animal exclusion fencing shall be similar to sediment fencing or be made of a material that does not allow frogs 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 bladder dam upstream and the pipeline outlet downstream and extending at least 100 feet from the stream in the upland areas. The fencing shall be buried a minimum of six inches into the ground. Animal exclusion fencing shall be checked once per week by construction personnel, trained by a USFWS-approved biologist 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 red-legged frogs are found at any time during Project work, construction will stop and the Project biologist will be contacted immediately to provide further guidance from USFWS.

- 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. This measure shall be implemented in all areas disturbed by activities associated with the Project, unless the County determines that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)

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

The County will implement the following measures to minimize or avoid Project-related effects on nesting migratory birds:

- The removal of trees will be conducted during the non-breeding season for native birds (September 1st through March 1st). This will help preclude nesting and substantially decrease the likelihood of direct impacts.

- If construction activities cannot avoid the breeding season for native birds, the County will retain a qualified biologist to conduct a pre-construction survey of oak woodland and riparian habitat suitable for nesting birds, including trees suitable for nesting raptors, within the Project area and within 350 feet of the Project area boundary. The pre-construction survey will be performed between February 15th and August 15th, but no more than 14 days prior to the implementation of construction activities.

- If active nests are found during the pre-construction survey, the County will coordinate with CDFG on additional protection measures, such as the establishment of a buffer around the nest tree. No construction activity will be conducted within this zone during the nesting season (typically March to August) or until such time that a qualified biologist determines the nest is no longer active. The construction-free buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and will not enter the area during the nesting season.

Mitigation Measure BR-3: Comply with terms of a Streambed Alteration Agreement, if required by California Department of Fish and Game.

The County will submit an application for a Streambed Alteration Agreement to the CDFG at least 30 days prior to construction activities. The application will include descriptions of BMPs that the County will implement during Project construction activities and identify the methods that will be implemented to minimize adverse impacts on the creek and downstream aquatic habitat. Measures identified under Mitigation Measure BR-1 for red-legged frog and yellow-legged frog will also minimize impacts on aquatic habitat. Project construction in or adjacent to the creek during the summer, low-flow months will also minimize impacts on aquatic habitat. Additional measures may be identified in a Streambed Alteration Agreement, and the County will be required to comply with the final agreement.

Mitigation Measure BR-4: Comply with terms of Nationwide Permit 14.

The County will submit a pre-construction notification to the U.S. Army Corps of Engineers to confirm coverage under Nationwide Permit 14. The preconstruction notification should be submitted at least 3 months prior to construction with the preliminary waters of the United States delineation, which should also be verified. A request for water quality certification should be simultaneously submitted to the Central Valley Regional Water Quality Control Board. The County will be required to comply with applicable terms and conditions of Nationwide Permit 14 and additional conditions that may be imposed by the Corps.

Mitigation Measure BR-5: Implement measures during construction to avoid or minimize impacts to retained oak trees adjacent to the area of direct impact.

The County will implement the following measures to protect oak trees retained adjacent to the ADI:

- To protect oak trees that are intended to remain undisturbed an environmentally sensitive area fence will be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas will be allowed, and fencing will remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing will be removed.

- If a retained tree has roots that must be severed, the cuts will occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities will be traced back and cleanly cut behind any split, cracked, or damaged area.

- Stockpiling of materials or equipment will not occur under the dripline of any retained oak tree.

Project Information

1. Project Title: Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project

2. Lead Agency Name and Address: El Dorado County
Transportation Department
2850 Fairlane Court
Placerville, CA 95667

3. Contact Person and Phone Number: Ms. Janet Postlewait, Principal Planner
(530) 621-5993
jpostlewait@co.el-dorado.ca.us

4. Project Location: Intersection of Sly Park Road and Clear Creek, near Pleasant Valley, El Dorado County, California

5. Description of Project:

The El Dorado County (County) Department of Transportation (DOT) intends to replace the substandard bridge (Bridge No. 25C-0047) on Sly Park Road spanning Clear Creek. The existing bridge must be replaced with a new bridge that meets current standards. The proposed bridge rehabilitation Project would 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 Sly Park 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 revegetation of disturbed areas. The Area of Potential Effect (APE) for the Project is 3.9 acres.

6. General Plan Designation: The Project area includes parcels designated: Medium Density Residential.

7. Zoning: RE-5

8. Surrounding Land Uses and Setting:

The Project area is approximately 1.1 miles east of Pleasant Valley Road and six miles north of the community of El Dorado in El Dorado County, California. Clear Creek flows southwest through the Project area. Residences occur in the immediate vicinity to the south, east, and west. Open space occurs to the north.

9. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):

The Project may require permits or approvals from the following:

- U.S. Fish and Wildlife Service — Section 7 of the Endangered Species Act Consultation
- U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board — Section 401 Water Quality Certification
- State Water Resources Control Board — Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Order No. 99-08 DWQ)
- California Department of Fish and Game — Streambed Alteration Agreement
- El Dorado County Air Quality Management District — Fugitive Dust Plan Approval

Table of Contents

Tables

Figures

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1 Introduction

1.1 Purpose of this Document and Regulatory Framework

The El Dorado County (County) Department of Transportation (DOT) proposes to replace an existing bridge on Sly Park Road over Clear Creek in 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 significant effects.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (14 California Code of Regulations 1500 et seq.), which require 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 Project is receiving federal funding under the Local Assistance Program administered by the California Department of Transportation (Caltrans), and Caltrans, under programmatic agreement with the Federal Highways Administration, is preparing a Categorical Exclusion to comply with the National Environmental Policy Act (NEPA).

1.2 Supporting Technical Studies

This document is supported by several site-specific investigations conducted by North State Resources, Inc. (NSR) and other technical studies, as listed below. These technical studies are part of the County's Project file, support the CEQA review, and are available to qualified reviewers upon request.

- Archaeological Resources Reconnaissance Investigation, El Dorado County, California (NSR 2009a) (Restricted availability)
- Historic Property Survey Report (NSR 2009b)
- Archaeological Sensitivity Assessment (NSR 2009c)
- Natural Environment Study and appended technical studies: Wetland Delineation, California Red-legged Frog Survey Memo and Site Assessment (NSR 2010)
- Air Quality Letter Report (KD Anderson and Associates 2008)
- Preliminary Foundation Report for Sly Park Bridge Replacement (Youngdahl Consulting Group 2008)

1.3 Document Organization

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

- Section 2 Project Description – Provides a description of the proposed Project;
- Section 3 Environmental Setting, Impacts, and Mitigation Measures – Provides a description of the environmental setting and analysis of impacts, with mitigation measures identified for significant impacts;
- Section 4 Determination – Provides a determination of the County's findings pursuant to CEQA;
- Section 5 Report Preparation and References – Identifies personnel responsible for preparation of this document and provides a list of references cited throughout the document.

2 Project Description

2.1 Location

County DOT is proposing to replace Bridge Number 25C-0047 (Clear Creek bridge) on Sly Park Road at Clear Creek, 1.1 miles east of Pleasant Valley Road and six miles north of the community of El Dorado in El Dorado County, California (Figure 1; figures are provided at the end of the chapter). The Project area consists of the work areas in the immediate vicinity of the bridge, along Sly Park Road and Clear Creek Road, and in an associated staging area to be used for temporary vehicle parking and storage of construction materials and equipment (Figure 2). The proposed staging area would be located to the north of the existing bridge on the west side of Clear Creek Road, encompassing approximately 3,400 square feet. The Project area is in Section 27, Township 10 North, Range 12 East within the *Camino, California* U.S. Geological Survey 7.5-minute topographic quadrangle.

2.2 Environmental Setting

The Project area occurs on the western side of the Sierra Nevada foothills. Elevations within the Project area range from approximately 2,510 to 2,528 feet above sea level. The mean annual precipitation for the area is approximately 38.5 inches, most of which falls as rain with occasional snowfall between November and March (Western Regional Climate Center 2009). Clear Creek crosses Sly Park Road in a southwesterly direction at the Clear Creek bridge and continues to the North Fork of the Cosumnes River approximately two miles downstream. Dominant land uses in the vicinity are residential and open space. Four residential properties occur adjacent to the Project area on the east side of Clear Creek bridge, and two properties occur on the west side of the bridge. Open space includes oak and pine woodlands, grasslands, the creek, and riparian habitat.

2.3 Project Description

The Sly Park Road at Clear Creek Crossing Bridge Rehabilitation 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 Sly Park 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 revegetation of disturbed areas.

The Project is included in the County Capital Improvement Program and the Federal Statewide Transportation Improvement Program (FSTIP) and is being funded by a combination of County and federal funds. The purpose of the Project is to improve traffic safety conditions on a public roadway by: (1) replacing a functionally obsolete and substandard bridge with a new structure that meets current standards, (2) correcting the road geometry approaching the bridge from both east-bound and west-bound directions, and (3) providing a turn lane and turning access at Clear Creek Road and local driveways.

The Area of Potential Effect (APE) for the Project is 3.9 acres. DOT has also defined a smaller Area of Direct Impact (ADI) to define the limits of the potential ground-disturbing activities. Both the APE and ADI are shown in Figure 2. The total disturbed surface area (Project "footprint") is 1.7 acres. Maximum soil disturbance that may occur in one day is estimated to be approximately 0.75 acre. Construction on the Project is expected to start in 2011 and would require two construction seasons, each lasting approximately 9 months (March through November).

Replacement of the Existing Bridge and Road Widening

The existing Clear Creek bridge, built in 1936, would be replaced by a new concrete bridge 45 feet long and 52 feet wide. The existing bridge is a two-lane, single-span structure, approximately 20 feet long and 20 feet wide, with cast-in-place concrete bridge abutment structures. The new bridge would have three 12-foot lanes and two 8-foot shoulders with 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 off site at an appropriate facility. Pile-driving may be required to support the temporary shoring structure. The new bridge abutments would extend to a depth of 8 to 10 feet below the existing roadway. 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 install the new bridge.

The new Sly Park Road would be wider than the existing roadway, providing two 12-foot-wide travel lanes, one 12-foot turn lane for turning access in both east-bound and west-bound directions, and two 8-foot wide shoulders. Approximately 900 feet of Sly Park Road would be reconstructed. The new roadway would also be higher than the existing roadway to match the new elevation of the bridge. Approximately 8,000 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 600 cubic yards of material would be removed. Approximately 80 feet of Clear Creek Road from the intersection with Sly Park Road would receive a new pavement overlay, and the grade would be adjusted to conform to the new Sly Park Road grade. Driveway entrances in the Project area would be reconstructed to match the new grade.

The new bridge would be constructed in two phases. During the first season (starting in the summer), the creek would be diverted and dewatered, as described below. Temporary shoring would be installed at the existing north wingwalls, and the fill supporting the existing abutments would be excavated on the north side for the new abutments and footings. The northern half of the bridge would be constructed. Rock slope protection would be placed around the new abutments and used as erosion control in disturbed areas. The diversion piping would be removed to allow normal creek flows during the winter. During the second season, the creek would again be diverted and dewatered. Traffic would be diverted to the new structure, and the existing bridge would be removed. The remaining portion of the bridge would be constructed, with rock slope protection placed around the abutments. Normal creek flow would be restored following the instream work prior to the winter season.

In-Stream Construction

A temporary diversion dam and piping (likely a bladder dam with flexible piping) would be used to divert stream flows around the footing and abutment for the new bridge structure. The diversion dam and piping would be temporarily installed in the creek bed approximately 150 feet north of the existing bridge; the piping would 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 bladder system would be able to effectively aid in channeling the water into the pipe, while having little to no impact on the creek channel after removal. Diversion piping would be removed after the bridge work is complete, and normal stream flow would be restored.

The instream work would be required to occur during summer months, when stream flows are low. Prior to construction, the contractor would be required to prepare a storm water pollution prevention plan (SWPPP) that addresses the methods and scheduling to ensure that the stream water is protected during construction. The SWPPP would include County and Caltrans Construction Site Best Management Practices (BMPs), including BMPs related to Structure Demolition/Removal Over or Adjacent to Water, Temporary Stream Crossing, Stream Bank Stabilization, Clear Water Diversion, Material Equipment Use Over Water, and others as applicable.

Traffic Control

Traffic control would be provided on Sly Park Road during construction. Construction may be conducted at night to avoid major traffic impacts. Two-way traffic flow would be maintained throughout the Project, although short-term lane closures may occur. No traffic control measures would prevent access by local residents. The bridge would be constructed in two separate phases, with the northern half of the bridge being built first, and the southern half being constructed in place of the existing bridge once the northern half is complete.

Rights-of-Way, Utilities and Services

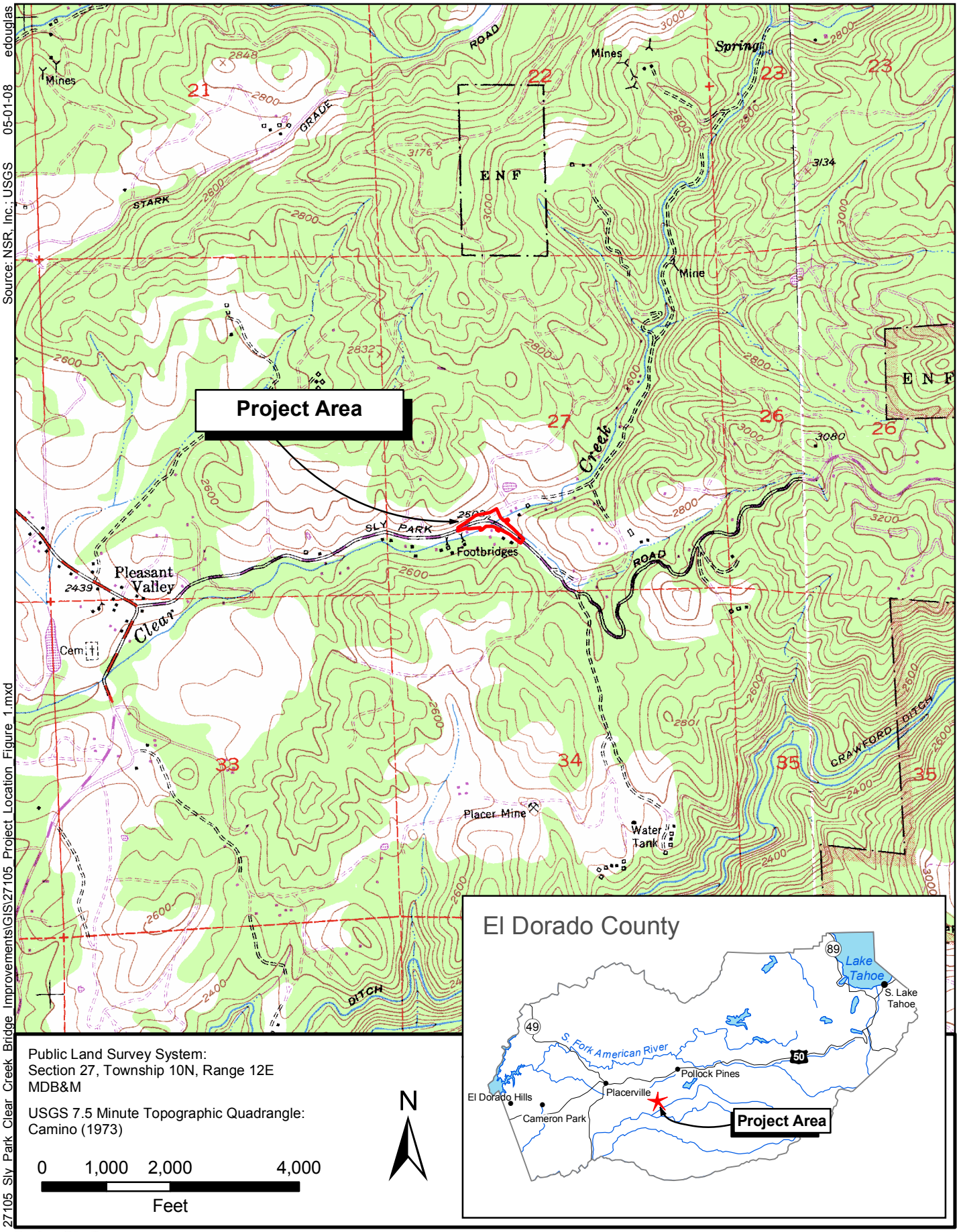
The proposed bridge and road reconstruction work would occur in existing County rights-of-way and in additional rights-of-way to be acquired to accommodate the wider roadway. The work would require relocation of overhead electric lines and communication lines. DOT would coordinate utility relocations 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 DOT, 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.

2.4 Required Permit Approvals

Based on the environmental conditions of the Project area and the analysis of potential impacts provided in Section 4, Project implementation will require compliance with the Endangered Species Act and Clean Water Act and issuance of other approvals, as listed in Table 1 on the following page.

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	Compliance with Nationwide Permit 14 (Section 404 of the Clean Water Act, 33 USC 1341)	Discharge of fill material into "Waters of the United States"
State Agencies		
California Department of Transportation	Project Approval/NEPA Compliance	Funding through the Federal Statewide Transportation Improvement Program (FSTIP)
State Water Resources Control Board, Regional Water Quality Control Board	Coverage under the General Construction Activity Storm Water Permit (Section 402 of the Clean Water Act, 40 CFR Part 122)	Storm water discharges associated with construction activity for greater than 1 acre of land disturbance
State Water Resources Control Board	Water Quality Certification (Section 401 of the Clean Water Act)	Discharge into "Waters of the United States"
Department of Fish and Game	Streambed Alteration Agreement (Section 1602 of the Fish and Game Code)	Temporary diversion and work in 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)



North State Resources, Inc.

Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project

Figure 1
Location and Vicinity Map

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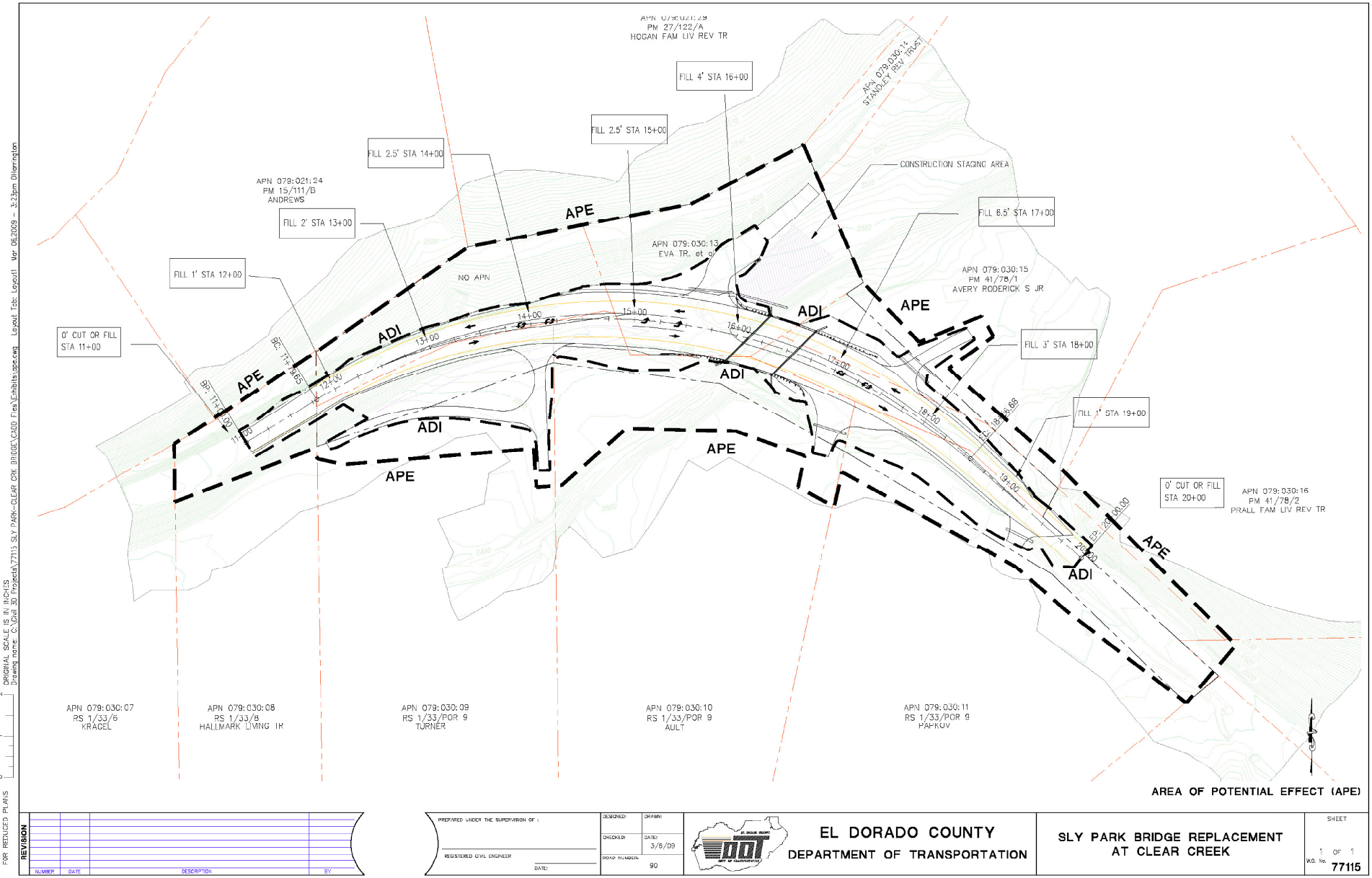

Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project

North State Resources, Inc.

Figure 2
Proposed Project Improvements and Area of Potential Effect

3 Environmental Setting, Impacts, and Mitigation Measures

3.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. 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 to reduce potential impacts to less than significant levels.

The following 16 environmental categories are addressed in this section:

- Aesthetics
- Agricultural Resources
- Air Quality
- 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

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 would reduce the impact from potentially significant to less than significant.

- **"Potentially Significant Impact"** means that there is either substantial evidence that a Project-related effect may be significant, or, due to a lack of existing information, could have the potential to be significant, or that feasible mitigation measures would not be adequate to reduce the significant impact to a level that is less than significant.

3.2 Setting, Impacts, and Mitigation Measures

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I.	**AESTHETICS** — Would the Project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	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?	☐	☐	☒	☐

Setting

Views from the Project area are dominated by the surrounding oak and pine woodlands, 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. Sly Park Road is not a designated or eligible scenic highway, according to the Caltrans Scenic Highway Mapping System (Caltrans 2009). The closest designated or eligible scenic highways are U.S. 50 and U.S. 49 several miles to the north and west, respectively. No unique scenic resources or notable vistas are present within or viewed from the Project area.

Discussion of Impacts

(a, b) ***No Impacts.*** The proposed Project would not be visible from scenic highways (U.S. 50 and 49) in El Dorado County. No scenic vistas or scenic resources occur in the Project area or immediate vicinity. No impacts would occur.

(c) ***Less than Significant Impact***. The proposed Project would result in physical changes to the visual characteristics of Sly Park 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, mostly ruderal (weedy) vegetation along the roads and a few trees along the creek and road, but the visual characteristics of the surrounding area would not be altered. Most construction activities would occur in previously disturbed areas, and no new structures would be constructed that could block

views of the surrounding hills and forests from nearby residences. Project implementation would result in a less-than-significant impact on the area's visual character.

(d) ***Less than Significant Impact.*** The proposed Project would not create a permanent, new source of light or glare; however, nighttime construction, if necessary, would require temporary nighttime lighting, which could affect drivers in the area and nearby residences. The nighttime lighting would create a temporary bright source of light during construction and would affect a short segment of Sly Park Road. The lighting could also benefit drivers by increasing visibility in an otherwise dark area. Nighttime lighting would be directed into the construction area and would not shine directly into nearby residences or oncoming traffic. Temporary nighttime lighting would not create a substantial source of light or glare, thus impacts would be less than significant.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II.	**AGRICULTURAL 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)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Setting

The Project area is in a residential area along existing paved roads. While portions of some adjacent properties are used for grazing, the Project vicinity is not considered an agricultural area. The Farmland Mapping and Monitoring Program classifications for the Project area include Urban and Built-Up Land, Other Land, and Grazing Land (California Department of Conservation 2006). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or lands under Williamson Act contracts occur in the Project area.

Discussion of Impacts

(a, b, c) ***No Impacts.*** The proposed Project would not convert important farmland to non-agricultural uses and would not result in indirect conversion of farmland. The Project area and vicinity are not predominant agricultural areas. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
III.	**AIR QUALITY** — Would the Project:				
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?	☐	☐	☒	☐

Setting

The Project area is within 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 (AAQS) have been adopted by the Environmental Protection Agency (EPA) 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 AAQS that can be used to determine the significance of Project emissions. Thresholds of significance for specific 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

Based on the ambient air quality, the EPA and State also designate regions as "attainment" (within standards) or "nonattainment" (exceeds standards). The County is in non-attainment status for both federal and state ozone standards and for the state PM_{10} standard and is in attainment or unclassified status for other pollutants (California Air Resources Board 2009). The closest air quality monitoring station to the Project area is in Placerville (Gold Nugget Way). Data collected at this station for the period of 1992 to 2008 indicate multiple exceedances of the state and national air quality standards for ozone each year (California Air Resources Board 2008). No data for PM_{10} were available.

Sources of pollutants in the Project vicinity include vehicle emissions, wood-burning stoves in nearby residences, and construction activities in the vicinity. Sensitive receptors in the vicinity include several residences along Sly Park Road and Clear Creek Road. The closest residences occur along the south side of Sly Park Road between 50 and 200 feet from the road.

Naturally occurring asbestos (NOA) 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 NOA (El Dorado County 2005). Ground disturbance activities within areas with a high or known likelihood of containing NOA are subject to additional County regulatory requirements to minimize human exposure potential. The Project area is not within an area identified on the most recent County NOA map as being "More Likely to Contain Asbestos."

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The Project would result in short-term, temporary air pollutant emissions resulting from construction traffic, soil disturbance, and on-site equipment use, causing a minor increase in particulate matter (PM_{10} and $PM_{2.5}$), reactive organic compounds (ROG), and nitrogen oxides (NOx) for the duration of construction. Construction emissions would have a less-than-significant impact on air quality in the region because of the small disturbance footprint (1.7 acres) and short-term construction period (approximately 9 months for each construction phase). The Project would be consistent with applicable air quality plans in the area and is not anticipated to affect air quality planning.

(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. Project construction would create short-term increases in fugitive dust and would generate both ROG and NOx emissions from vehicle and equipment operation. Estimated construction emissions, based on the Road Construction Emissions Model (KD Anderson and Associates 2008), are:

- Inhalable Particulate Matter (PM10): 9.6 pounds per day
- Fine Particulate Matter (PM2.5): 3.5 pounds per day
- Reactive Organic Gases (ROG): 5.2 pounds per day
- Nitrogen Oxides (NOx): 43.9 pounds per day

Daily estimates fall within the acceptable range of emissions for the County. Although the County is designated non-attainment for PM_{10} and ozone, the PM_{10} and ozone precursor (ROG and NO_x) emissions estimated for the Project would be less than significant; therefore, the emissions are not anticipated to result in a violation or substantial adverse contribution to air quality attainment status.

The Project would comply with applicable AQMD rules, including:

- Rule 223 Fugitive Dust – General Requirements
- 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.

The proposed Project would result in short-term construction emissions [including greenhouse gas (GHG) emissions] that may contribute to global climate change. Project operation, however, would be expected to result in reduced emissions from vehicles moving through the Project area. The Project by design would not increase the number of vehicle trips through the Project area or increase the amount of vehicle miles traveled.

The Project would improve vehicle speed through the Project area, specifically across the bridge. An important factor in determining motor vehicle emission rates is the speed of vehicles (KD Anderson and Associates 2008). In general, the emission rate decreases as the speed of vehicles increases up to approximately 45 miles per hour (mph). This decrease in emission rate is a result of increasing engine efficiency. As the speed of vehicles increases above 45 mph, the emission rate increases. This increase is largely due to increased airflow friction and decreasing engine efficiency. Current speeds through the Project area are affected by the narrow bridge, forcing drivers to reduce their speed by 5 to 10 mph (average speed is 30 to 35 mph). Average vehicle speed is expected to increase with the bridge improvements to between 35 and 40 mph, which would improve engine efficiency and reduce vehicle emissions. With the anticipated traffic improvements, the Project may reduce GHG emissions in the area.

(c) ***Less Than Significant Impact.*** As discussed under item (b) above, the Project would result in minor construction-related emissions with a potential reduction in operational 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 estimate of Project-related construction emissions accounted for the existing air quality of the Project area and cumulative air quality conditions. 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.*** "Sensitive receptors" for air pollutants are considered to be residences, schools, parks, hospitals, or other land uses where children or the elderly congregate, or where outdoor activity is the primary land use. Several residences occur along Sly Park Road, and residents could be exposed to temporary air pollutants from construction activities, such as fugitive dust, ROx, NOx, and carbon monoxide. Construction activities would be temporary, lasting two construction seasons, and emissions would not be substantial. Compliance with AQMD Rules would also ensure fugitive dust from construction activities remains within the Project area or within 50 feet of the disturbed area. With the distance of most homes from the Project area (specifically in relation to the ADI) and the minor increase in emissions, sensitive receptors would not be exposed to substantial pollutant concentrations. This impact 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 emissions would occur intermittently throughout the workday and possibly at nighttime, and the associated odors are expected to dissipate within the immediate vicinity of the work area. Persons within proximity to 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.

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

Setting

Biological Habitats

The Project area contains five general biological communities or habitat types: annual grassland, oak woodland, valley foothill riparian, riverine, and urban (Figure 3). Generally, the grassland habitat type includes the portions of the Project area along the roads that are not densely vegetated with trees and have not been paved or heavily disturbed. Oak woodlands occur in the open areas to the west of Sly Park Road. Valley foothill riparian habitat occurs along Clear Creek. Clear Creek provides riverine habitat in the Project area. Urban areas include the paved roadway, bridge, and shoulders. Brief descriptions of these habitat types are provided below and are based on the Natural Environment Study (NES) prepared for the Project (NSR 2010), which included a waters of the United States delineation.

The **annual grassland habitat** type is characterized by the presence of annual grasses and herbaceous plant species. Species present in this community include ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), black mustard (*Brassica nigra*), medusahead grass (*Taeniatherum caput-medusae*), yellow star thistle (*Centaurea solstitialis*), and longbeak stork's bill (*Erodium botrys*).

Oak woodland habitat is characterized as open-canopied woodland with an open understory. The dominant tree species is valley oak (*Quercus lobata*), with sparse blue oak (*Quercus douglasii*), California black oak (*Quercus kelloggii*), and Foothill (grey) pine (*Pinus sabiniana*). The understory vegetation within the oak woodland consists of annual grassland habitat type accompanied by shrubby poison-oak (*Toxicodendron diversilobum*). An ephemeral drainage conveys upland flows to a roadside ditch on the west side of Sly Park Road. Native oak trees in the Project area are protected under the County's Oak Woodland Management Plan (OWMP). The OWMP sets forth policies for the protection and management of forest and oak woodland resources. A total of 89 native oak trees were identified in the Project area that fall under the OWMP's protection.

Valley foothill riparian habitat along Clear Creek is dense and multi-layered, dominated by an overstory of tree species including white alder (*Alnus rhombifolia*) and willow (*Salix* sp.), with sparse valley oaks. The understory vegetation within this valley foothill riparian habitat is almost exclusively Himalayan blackberry (*Rubus discolor*). Valley foothill riparian habitat is considered a sensitive natural community by the California Department of Fish and Game (CDFG).

Riverine habitat is characterized as intermittent or continually running water. Clear Creek is a perennial stream that flows rapidly through the Project area. The creek itself is a channelized, scoured drainage, that has very little vegetation growing within its banks. The edges of the creek, above the water line, are densely vegetated with valley foothill riparian vegetation. The creek is a water of the United States (USACE jurisdiction) because it flows into the North Fork of the Cosumnes River, about two miles downstream of the Project area. It is also a water of the State, regulated by the CDFG.

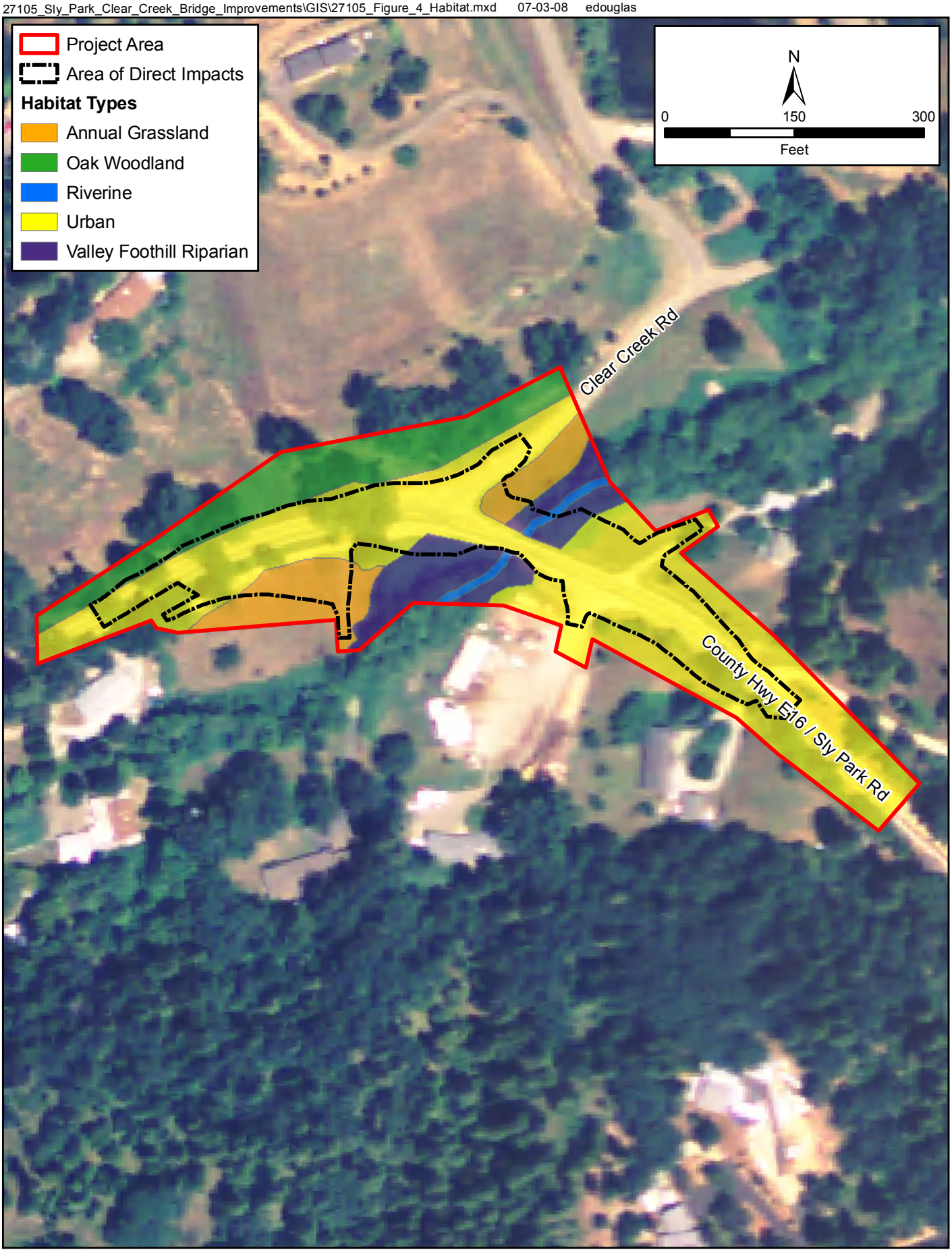

Figure 3
Habitat Map

10-0838.D.33

Urban habitat is restricted to roads, areas adjacent to roadsides or homes, and other disturbed areas. Often urban habitats provide some naturalized components that wildlife can use for food or shelter. Within the Project area, several residential properties contain lawns, ornamental landscaping, street trees, and corral areas (for horses) that function as wildlife habitat. Plant species common to urban habitat include a variety of weedy annual and perennial herbs. Dominant species in the Project area include ripgut brome, common velvet grass (*Holcus lanatus*), yellow star thistle, and black mustard.

Several roadside ditches follow both sides of Sly Park Road. Although some of the ditches drain into Clear Creek, they were constructed in uplands and drain upland areas, thus they do not qualify as waters of the United States.

Special-Status Species

The valley foothill riparian habitat and riverine habitat in the Project area and vicinity provide potentially suitable habitat for two special-status species: California red-legged frog (*Rana aurora draytonii*) and Foothill yellow-legged frog (*Rana boylii*). Migratory birds protected under the Migratory Bird Treaty Act (MBTA) may use all of the habitats in the Project area for nesting, foraging, or resting. The NES for the Project (NSR 2010) provides an assessment of each species' potential to occur in the Project area. To support the assessment, NSR also completed a California red-legged frog habitat assessment and protocol surveys, the results of which are appended to the NES.

The **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. Red-legged frogs were not found in the Project area during protocol surveys conducted in 2008. Clear Creek within the Project area provides poor quality breeding habitat because it is fast-moving, has low water temperatures, lacks emergent vegetation, generally lacks pools over 1 foot in depth, and provides habitat for several predators, such as raccoons, fish, and bull frogs. However, California red-legged frogs have been observed within 5 miles of the Project area within the past five years, and suitable habitat occurs in ponds in the vicinity (within 1 mile). The creek and adjacent riparian habitat could provide a movement corridor (non-breeding habitat) for the frog.

The **Foothill yellow-legged frog** is designated a California Species of Special Concern. This species occupies similar habitat as the red-legged frog, including rocky streams and streamside vegetation. During protocol-level surveys for the red-legged frog, no Foothill yellow-legged frogs were observed. However, Clear Creek and the adjacent valley foothill riparian habitat within the Project area provide suitable aquatic habitat for this species.

Discussion of Impacts

(a) ***Potentially Significant Impact Unless Mitigation Incorporated.*** Construction activities could adversely affect California red-legged frog, Foothill yellow-legged frog, and migratory birds protected under the MBTA, if present in the Project area during construction. The Project could result in loss of suitable foraging or nesting habitat for these species.

The Project has been designed to minimize effects on aquatic and riparian habitat to the extent feasible. Instream construction (placement of a bladder dam and pipeline and construction of the bridge) would occur during the summer months when flows are lowest, which also partially coincide with the breeding season for the frogs. Use of a bladder dam and pipeline would dewater the construction area, 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. Placement of the new bridge would overlap the current location of the existing bridge, minimizing the need to remove riparian vegetation (less than 0.05 acre of impact).

Direct impacts on California red-legged frog and Foothill yellow-legged frog could include harassment, injury, and mortality of individuals during construction activities in the creek and adjacent riparian habitat. 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 loss of riverine and riparian habitat. Implementation of BMPs would ensure impacts to water quality and the creek are less than significant. However, the potential direct impacts could be significant if populations of either frog are affected, particularly during the breeding season. Implementation of Mitigation Measure BR-1 would ensure impacts are reduced to less-than-significant levels.

Direct impacts on protected migratory bird species could occur if construction activities have the potential to directly take nests, eggs, young, or individuals. This can occur during vegetation removal or grading of habitat (depending on the species). Indirect impacts such as human activity and noise and vibration disturbance can result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests or young, if active nests occur 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 BR-2 would reduce potential impacts on protected migratory bird species during the nesting season to acceptable levels.

Mitigation Measure BR-1: Conduct pre-construction surveys for California red-legged frog and Foothill yellow-legged frog and implement construction measures to reduce impacts.

The County will implement the following measures to avoid or minimize Project-related impacts on California red-legged frog and Foothill yellow-legged frog:

- The County shall retain a qualified biologist familiar with California red-legged frog biology and habitat requirements to implement mitigation measures for the 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.

- A USFWS-approved biologist shall conduct a California red-legged frog survey of the BSA within 24 hours before the onset of vegetation removal. If any life stage of the California red-legged frog is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall consult with the USFWS to

identify appropriate measures, beyond those identified in this document, for avoidance or protection of the individual(s).

- The biologist shall also survey for Foothill yellow-legged frog during the California red-legged frog surveys. If Foothill yellow-legged frogs are encountered in the BSA during pre-construction surveys or during construction, a qualified biologist shall relocate the individual(s) the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the Project.

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

- Training and other protections measures shall incorporate Foothill yellow-legged frog habitat requirements and identification.

- Clear Creek and the adjacent riparian habitat 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 Project goal. This 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 the impact on potential frog habitat.

- All initial vegetation to be removed within the BSA 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 work area will be fenced to prevent animals from entering the Project site. The animal exclusion fencing shall be similar to sediment fencing or be made of a material that does not allow frogs 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 bladder dam upstream and the pipeline outlet downstream and extending at least 100 feet from the stream in the upland areas. The fencing shall be buried a minimum of six inches into the ground. Animal exclusion fencing shall be checked once per week by construction personnel, trained by a USFWS-approved biologist 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 Project work, construction will stop and the Project biologist will be contacted immediately to provide further guidance from USFWS.

- 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. This measure shall be implemented in all areas disturbed by activities associated with the Project, unless the County determines that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)

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

The County will implement the following measures to minimize or avoid Project-related effects on nesting migratory birds:

- The removal of trees will be conducted during the non-breeding season for native birds (September 1st through March 1st). This will help preclude nesting and substantially decrease the likelihood of direct impacts.

- If construction activities cannot avoid the breeding season for native birds, the County will retain a qualified biologist to conduct a pre-construction survey of oak woodland and riparian habitat suitable for nesting birds, including trees suitable for nesting raptors, within the Project area and within 350 feet of the Project area boundary. The pre-construction survey will be performed between February 15th and August 15th, but no more than 14 days prior to the implementation of construction activities.

- If active nests are found during the pre-construction survey, the County will coordinate with CDFG on additional protection measures, such as the establishment of a buffer around the nest tree. No construction activity will be conducted within this zone during the nesting season (typically March to August) or until such time that a qualified biologist determines the nest is no longer active. The construction-free buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and will not enter the area during the nesting season.

(b) ***Less than Significant Impact.*** Construction of the new bridge would result in the loss of a small amount of valley foothill riparian habitat, a sensitive natural community. The Project has been designed to avoid and minimize removal of riparian vegetation to the maximum extent practicable. Temporary creek access would be required to install the bladder dam and pipeline, which could require removal of riparian vegetation. The new bridge would be wider than the existing bridge and would require removal of less than 0.06 acre of riparian vegetation along the creek. This minimal loss of habitat would be less than significant.

(c) ***Potentially Significant Impact Unless Mitigation Incorporated.*** The Project has been designed to minimize effects on Clear Creek; however, instream construction activities and a temporary diversion could result in adverse effects on downstream portions of the creek and the fish and wildlife that use the creek. Instream construction (placement of a bladder dam and pipeline and construction of the bridge) would occur during the summer months when flows are lowest. Use of a bladder dam and pipeline would ensure downstream flows are maintained below the construction area. The bladder dam would require temporary placement of fill in a water of the United States; however, the temporary impacts would be minimal, totaling less than 0.1 acre. Coverage under a Nationwide Permit 14 would be required for impacts to waters of the United States.

Construction of the bladder dam and other activities adjacent to or in the creek could discharge sediment and other pollutants into the water, affecting water quality downstream of the construction area. BMPs would be implemented to reduce water quality impacts, but adverse effects may still occur. Because of the temporary impacts to the creek and the potential for downstream impacts during construction, impacts would be potentially significant unless mitigation is incorporated. The CDFG may require a Streambed Alteration Agreement to ensure minimal impacts on water resources, fish, and wildlife. Implementation of Mitigation Measure BR-3 would ensure compliance with a Streambed Alteration Agreement and minimization of impacts to the creek and fish in downstream reaches.

Majority of the construction activities would occur in previously disturbed areas, including the existing road, shoulders, and bridge, resulting in minimal long-term impacts on the creek and adjacent riparian habitat. Placement of the new bridge would overlap the current location of the existing bridge, and discharge of fill material into the creek would be minimized. Placement of the footing for the replacement bridge would result in permanent impacts (i.e. fill within the ordinary high water mark) to less than 0.01 acre of

waters of the United States (the difference in width between the new bridge and existing bridge is approximately 32 linear feet). The Project would not result in discharge into wetlands or other special aquatic sites. The Project would be required to comply with the terms of Nationwide Permit 14, including implementation of Mitigation Measures BR-1 and BR-2, to ensure minimal impacts on special-status species. Implementation of Mitigation Measure BR-4 would ensure compliance with Nationwide Permit 14 and minimization of impacts to the creek.

Mitigation Measure BR-3: Comply with terms of a Streambed Alteration Agreement, if required by California Department of Fish and Game.

The County will submit an application for a Streambed Alteration Agreement to the CDFG at least 30 days prior to construction activities. The application will include descriptions of BMPs that the County will implement during Project construction activities and identify the methods that will be implemented to minimize adverse impacts on the creek and downstream aquatic habitat. Measures identified under Mitigation Measure BR-1 for red-legged frog and yellow-legged frog will also minimize impacts on aquatic habitat. Project construction in or adjacent to the creek during the summer, low-flow months will also minimize impacts on aquatic habitat. Additional measures may be identified in a Streambed Alteration Agreement, and the County will be required to comply with the final agreement.

Mitigation Measure BR-4: Comply with terms of Nationwide Permit 14.

The County will submit a pre-construction notification to the U.S. Army Corps of Engineers to confirm coverage under Nationwide Permit 14. The preconstruction notification should be submitted at least 3 months prior to construction with the preliminary waters of the United States delineation, which should also be verified. A request for water quality certification should be simultaneously submitted to the Central Valley RWQCB. The County will be required to comply with applicable terms and conditions of Nationwide Permit 14 and additional conditions that may be imposed by the Corps.

(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. No impacts would occur.

(e) ***Potentially Significant Unless Mitigation Incorporated.*** The Project has been designed to minimize and avoid to the extent feasible the removal of native oak trees; however, construction activities could disturb roots of retained trees adjacent to the ADI. The majority of the construction activities would occur in previously disturbed areas, including the existing road, shoulders, and bridge. Placement of the new bridge would overlap the current location of the existing bridge, minimizing the removal of trees along Clear Creek. A total of approximately 24 oak trees would be removed in the ADI. Root disturbance from construction activities, such as changes in grade, trenching, paving, and operation of heavy equipment within one to two crown-widths-distance of the trunk, can interrupt

critical gas-exchange and water and nutrient uptake, killing roots outward from the point of disturbance. Root disturbance could result in mortality of trees, which could pose a safety hazard if a tree falls onto the road.

Although the Project is exempt from the canopy retention and replacement standards of the County's OWMP because it is a public road project required to protect public health and safety, the County is required to minimize, where feasible, impacts to oak trees. Indirect effects from root damage or other disturbance within the canopy of retained oak trees adjacent to the ADI could result in potentially significant impacts to oak trees. Implementation of Mitigation Measure BR-5 would reduce impacts to retained oak trees to a less-than-significant level. Because the Project would be exempt from the OWMP policies, the Project would not conflict with local policies regarding oak trees.

Mitigation Measure BR-5: Implement measures during construction to avoid or minimize impacts to retained oak trees adjacent to the area of direct impact.

The County will implement the following measures to protect oak trees retained adjacent to the ADI:

- To protect oak trees that are intended to remain undisturbed an environmental sensitive area fence will be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas will be allowed, and fencing will remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing will be removed.

- If a retained tree has roots that must be severed, the cuts will occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities will be traced back and cleanly cut behind any split, cracked, or damaged area.

- Stockpiling of materials or equipment will not occur under the dripline of any retained oak tree.

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

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES** — Would the Project:				
a)	Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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 (NSR 2009a). The Nisenan had a loose political organization with six main tribelet centers based around several main villages, with smaller settlements and temporary camps as satellites. The area between the Cosumnes River and the South Fork of the American River, particularly the area around modern-day Placerville, 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. Many miles of water ditches were constructed to supply water to the various mines, and numerous sawmills were constructed to supply lumber to the mines and other uses in the County. A sawmill, barn, and house, dating to the late 1800s, were built along Clear Creek near Sly Park Road.

An archaeological survey, sensitivity assessment, and photo-documentation of an abandoned road segment were conducted in the Project's APE. During the initial reconnaissance-level cultural resources survey of the APE, three isolated, 19th century artifacts were discovered outside of the ADI, indicating potentially buried resources in the area (NSR 2009a). Archived records, historical

documents, and prior investigations of the area indicated six historic use locations in the vicinity of the APE, some of which were associated with a significant archaeological theme of the area (Chinese family labor camp). An old alignment of (what is now) Clear Creek Road crosses through the ADI, but none of the other previously recorded archaeological sites occur within the ADI (NSR 2009c). The presumed early road segment has been re-graded and otherwise disturbed and no longer maintains integrity; thus, it is not considered a significant resource. No built structures occur in the APE, other than the existing Clear Creek bridge. The bridge (25C-047) was built in 1936 and has previously been determined to be ineligible for the National Register of Historic Places (Caltrans 2008).

Based on the current and prior investigations of the area and background research, the Project area has high sensitivity for potential occurrences of historic era resources but low sensitivity for intact historic era resources because of the highly disturbed conditions of the APE (NSR 2009c). The more sensitive areas occur on terraces adjacent to the road and creek and are generally outside of the ADI. These areas contained historic era resources in the past, but the resources have since been removed or adversely affected by prior activities in the area (i.e., construction and other human activities and natural processes). Intact historic era resources are not expected to be present in the ADI. In addition, the Project area has low potential for prehistoric era resources.

Discussion of Impacts

(a, b) ***Less than Significant Impact.*** Historic-era cultural resources have been documented in the APE, but prior activities have affected the integrity of the resources. No intact historic era resources are expected to be present in the ADI or be affected by Project activities. Compliance with the County's standard provisions 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, occurrences of the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004). Because these resources do not occur in the Project area, no impact would occur. The site does not contain any other unique geologic features.

(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. Compliance with the County's standard provisions would ensure any potential impacts on human remains are less than significant.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, 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?	☐	☐	☐	☒

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 has 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 10 miles to the west (Youngdahl Consulting Group 2008). 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

Three soil types are present within the Project area: mixed alluvial land; Josephine gravelly loam, 15 to 30 percent slopes; and Josephine very rocky loam, 9 to 50 percent slopes (Natural Resources Conservation Service 2008). The soils observed in the Project area are relatively non-expansive and do not exhibit corrosive characteristics based on the geotechnical investigation (Youngdahl Consulting Group 2008). Characteristics of the soil types include:

- **Mixed alluvial land (MpB).** This soil is mixed alluvium derived from volcanic and sedimentary rock. Typical depth to weathered bedrock is 36-40 inches. This soil is subject to frequent flooding and is typically moderately well drained to somewhat poorly drained. Surface runoff is slow to medium, and the erosion hazard is moderate. The typical setting of this soil is within channels of alluvial plains. This soil type occurs along Clear Creek and extends along Sly Park Road to the southeast of Clear Creek.

- **Josephine gravelly loam, 15 to 30 percent slopes (JrD).** This soil is residuum derived from metamorphic rock, schist, and shale. Typical depth to paralithic bedrock is 50-54 inches. This soil is not subject to frequent flooding and is well drained. The soil has a moderate shrink-swell potential. The typical setting of this soil is on mountain slopes and ridges. This soil type occurs in the upland area on the western side of Clear Creek, primarily west of Clear Creek Road and Sly Park Road.

- **Josephine very rocky loam, 9 to 50 percent slopes (JuE).** This soil is a deep, well-drained soil that formed from altered sedimentary and extrusive igneous rocks. Josephine soils are on broad ridgetops, toeslopes, footslopes, and side slopes of mountains. This soil ranges in depth from 36 to 60 inches with available water capacity of 6 to 10 inches. Runoff is medium to

rapid, and the hazard of erosion is moderate to high. The main use of this soil is for timber. This soil type occurs in the upland area on the eastern side of Clear Creek.

Discussion of Impacts

(a-i) ***No Impact.*** El Dorado County does not contain any earthquake faults as identified on the most recent Alquist-Priolo Earthquake Fault Zoning Map(s); therefore, the Project would not expose people or structures to fault rupture hazards. No impacts would occur.

(a-ii) ***Less Than Significant Impact.*** Although the nearest potentially active fault is approximately 10 miles from the Project area, earthquake activity could be noticeable in the Project area. The Project, specifically the new bridge, would meet the structural requirements for Site Class B in the 2007 California Building Code per the recommendations in the geotechnical investigation (Youngdahl Consulting Group 2008). Project design would ensure that earthquake activity has a negligible effect on the new bridge and road, thus resulting in less-than-significant impacts on public safety.

(a-iii,iv) ***No Impact.*** The Project area is not susceptible to seismic-related ground failure or landslides (Youngdahl Consulting Group 2008), thus no impacts are anticipated.

(b) ***Less Than Significant Impact.*** The Project would require grading and earthwork as part of the road improvements. Up to 0.75 acre may be exposed per day. Approximately 600 cubic yards of material would be excavated, and approximately 8,000 cubic yards may be imported to balance the earthwork. The Project would include standard BMPs to minimize the potential for soil erosion in accordance with the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County and the Project's SWPPP. Following construction, exposed, disturbed areas would be revegetated, consistent with measures identified in the El Dorado County Erosion Control and Revegetation Plan. Implementation of BMPs would ensure impacts from soil erosion are less than significant.

(c, d) ***No Impact.*** The soils in the Project area have a low potential for expansion and are not susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse (Youngdahl Consulting Group 2008). The road base would be compacted and prepared according to engineering specifications. No impacts are anticipated from unstable or expansive soils.

(e) ***No Impact.*** The proposed Project is a surface transportation project, not a residential, commercial, or industrial development project. Septic tanks and alternative wastewater disposal systems are not part of the Project. No impacts would occur.

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

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity (as defined in CCR, Title 22, Sections 66261.20-66261.24). The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) 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 (EMD) maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) maintains files on hazardous material sites.

No hazardous substance sites from the Cortese List occur in El Dorado County. Two hazardous material sites monitored by the EMD occur more than 1.25 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 2008).

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

Discussion of Impacts

(a) ***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 and re-striping. 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. Hazardous materials would not be stored or used in or immediately adjacent to the creek to prevent accidental discharge of hazardous materials into the water. The public and environment would not be exposed to substantial hazards associated with hazardous material use in the Project area, thus impacts would be less than significant.

(b) ***Less than Significant Impact.*** Construction activities would require the use of certain potentially hazardous materials (e.g., petroleum-based fuels) and could expose the public and environment to related hazards. Spills during on-site fueling, equipment malfunction, or an upset condition (e.g., puncture of a fuel tank through operator error) could result in a release of fuel or oils into the environment. Standard County construction specifications require that the construction contractor make adequate preparations, including training and equipment, to contain spills of oil and other hazardous materials. Equipment maintenance or other hazardous material use will not occur within or immediately adjacent to the creek to prevent adverse water quality impacts. The contractor is required to ensure that adequate materials are on hand to clean up any accidental spill that may occur. Spills will be cleaned up immediately, and all wastes and used spill control materials will be properly disposed of at approved disposal facilities. With implementation of these standard provisions, potential hazards associated with the release of hazardous materials would be less than significant.

(c) ***No Impact.*** The Project area is more than 0.25-mile from existing schools. Hazards associated with the Project would not affect schools in the County. No impacts would occur.

(d) ***No Impact.*** No hazardous materials sites listed on the Cortese List (Government Code Section 65962.5) occur in El Dorado County. Two local hazardous materials sites are located more than 1 mile west of the Project area. The proposed Project would not include activities that would affect the hazardous sites or interfere with clean-up activities. No impacts would occur.

(e, f) ***No Impact.*** The Project area is not located in an area associated with an airport land use plan, nor is it within 2 miles of a public airport. The closest airport is the privately owned Perryman Airport, located approximately 5 miles west of the Project area. The proposed Project would not create a public safety hazard related to airports. No impacts would occur.

(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 (i.e., signs, flagging, traffic controllers), and a total road

closure would not be required. The new bridge would be constructed north of the existing bridge, and the existing bridge would not be removed until one half of the new bridge is complete and open for traffic. Traffic would be allowed on the existing bridge during this initial phase. Because road closure is not required, and traffic control measures would be implemented, construction would not significantly impact the circulation of emergency service vehicles through the construction site or evacuation in the event of a major emergency. Impacts would be less than significant.

(h) ***No Impact.*** According to the California Fire Alliance's Fire Planning and Mapping Tools database, the entire Project area is at low risk for wildland fires (California Fire Alliance 2004). The Project would improve traffic circulation in the area and would not increase exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII. HYDROLOGY AND WATER QUALITY — Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should 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 of 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 which 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?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Setting

The Project area is in the 963-square-mile Cosumnes River watershed, which encompasses the southern region of El Dorado County, extending from its headwaters at the Iron Mountain Ridge in the Sierra Nevada, west to its confluences with the Sacramento River in Sacramento County (Jones and Stokes and Northwest Hydraulic Consultants 2003). Clear Creek, a tributary of the North Fork of the Cosumnes River, flows southwest under Sly Park Road at the existing bridge. Clear Creek converges with the Cosumnes River approximately 2 miles downstream (southwest) of the Project area. Several roadside ditches along Sly Park Road convey stormwater runoff into Clear Creek.

The Project area is in Zone X, which is outside of the 100-year floodplain.

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The Project would comply with the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity, Order No. 99-08 DWQ and the Storm Water Management Plan for Western El Dorado County (SWMP). A SWPPP would be prepared for the Project, and BMPs will be implemented during construction activities to reduce or minimize discharge of pollutants from construction activities. Construction activities in Clear Creek would occur during the summer months, when flows are the lowest, to minimize impacts to the creek. Implementation of BMPs in accordance with County and Caltrans requirements would ensure Project impacts on water quality are less than significant.

(b) ***No Impact.*** The Project would not require the use of groundwater and would not affect the groundwater aquifer. No impacts would occur.

(c) ***Less Than Significant Impact.*** The proposed Project would require temporary dewatering of Clear Creek during construction of the new bridge. A bladder dam and pipe would be used to direct flows through the construction area and into the lower portion of the creek. Instream disturbance during construction of the dam and activities in or adjacent to the creek could discharge sediment and other pollutants into the creek. BMPs would be implemented during construction to reduce the potential for erosion. A brief increase in flows in the dewatered area as the bladder dam is removed could cause erosion along the banks of the creek, releasing sediment into the creek. However, instream activities would occur during the summer, low flow months, and the Project would

comply with the General Permit and SWMP. The temporary alteration of Clear Creek flows would result in less-than-significant impacts on water quality.

(d) ***Less Than Significant Impact.*** The temporary dewatering of Clear Creek and the increased surface area of the new bridge and road would have minimal effects on flooding in the area. Creek flows would be temporarily dammed and diverted during construction, but instream activities would occur during the summer, low flow months, and the temporary diversion is not expected to result in flooding upstream of the temporary dam. A minor increase in impervious surface area would increase surface runoff and flows into the creek, but the increased runoff would not be substantial because of the small increase in surface area. With a larger bridge, the clear span between the abutments would increase and improve high flows along the creek. During high flow periods, the existing bridge inevitably creates a constriction point for the water, thereby altering the upstream water levels and flows to a certain degree. Lengthening the bridge would reduce this constriction and help restore the creek channel to its natural width. Flooding-related impacts associated with modified drainage patterns would be less than significant.

(e) ***Less Than Significant Impact.*** The increased impervious surface of the new bridge and improved road would have a minimal effect on drainage into the creek and other drainage facilities. Increased runoff would be minimal because of the small increase in surface area. Thus impacts would be less than significant.

(f) ***No Impact.*** No additional impacts to water quality are anticipated.

(g, h, i) ***No Impact.*** The proposed Project would not expose people or structures to flood hazards. The Project area is outside of the 100-year floodplain, and the Project does not involve construction of housing. No impacts would occur.

(j) ***No Impact.*** The Project is not in an area subject to seiche or tsunami. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX.	**LAND USE AND PLANNING** – Would the project:				
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 communities conservation plan?	☐	☐	☐	☒

Setting

The Project area is in unincorporated El Dorado County near the communities of El Dorado and Pleasant Valley. The El Dorado County General Plan provides policies and implementation strategies for management of the resources in the unincorporated area. No habitat conservation plans have been prepared for the area.

Discussion of Impacts

(a) ***No Impact.*** The proposed Project involves improvements to an existing bridge and roadways. The Project would not physically divide an established community. No impacts would occur.

(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. No habitat conservation plans or natural community conservation plans have been developed for the Project area. No impacts would occur.

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

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 within an important mineral resource area, as depicted by the General Plan (El Dorado County 2004).

Discussion of Impacts

(a, b) ***No Impact.*** The Project is not within 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. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XI.	**NOISE** — Would the Project result in:				
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?	☐	☐	☐	☒

Setting

The El Dorado County General Plan Noise Element includes several policies related to construction-related noise standards and acceptable noise levels. Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the Project. Policy 6.5.1.11 notes that nighttime construction activities are allowed if it can be shown that nighttime construction activities would alleviate traffic congestion and safety hazards. The significance of potential noise impacts associated with operation of transportation facilities is normally measured using Policy 6.5.1.12, which takes into account the existing (ambient) noise environment.

Ambient noise levels in the Project area and vicinity are primarily from vehicular traffic along Sly Park Road and Clear Creek Road. Sensitive receptors in the vicinity include several residences along Sly Park Road and Clear Creek Road. The closest residences occur along the south side of Sly Park Road between 50 and 200 feet from the road.

Discussion of Impacts

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

(b) ***Less Than Significant Impact.*** Project construction includes activities, such as operation of large pieces of equipment (e.g., excavators, heavy trucks), that may result in the periodic, temporary generation of groundborne vibration. Because the Project would not change the way in which the roadway is used, an increase in groundborne vibration associated with use of the road would not change from the current condition. Given the nature of any potential groundborne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.

(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. No impacts would occur.

(d) ***Less Than Significant Impact.*** The proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity. See also response to section (a) above. Noise impacts would be less than significant.

(e, f) ***No Impact.*** The Project area is not in area associated with an airport land use plan, nor is it within 2 miles of a public airport or near a private airstrip. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XII.	**POPULATION AND HOUSING** — Would the project:				
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?	☐	☐	☐	☒

Setting

The Project area is in unincorporated El Dorado County near the communities of El Dorado and Pleasant Valley. Several residences occur in the Project vicinity, and several driveways provide direct access onto Sly Park Road in the Project area.

Discussion of Impacts

(a) ***No Impact.*** The proposed Project includes road and bridge improvements and would not generate new population or housing. The proposed Project would not induce population growth directly or indirectly. No impacts would occur.

(b, c) ***No Impact.*** The proposed Project would not displace any housing or people. It would improve access to local residences by improving driveways. No impacts would occur.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIII. PUBLIC SERVICES — Would the project:				
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?	☐	☐	☐	☒

Setting

The Project is in a sparsely developed 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 Sly Park Road and Clear Creek bridge 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 the Project area roadways.

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. No impacts would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV. RECREATION — Would the project:					
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?	☐	☐	☐	☒

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. No impacts would occur.

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

Setting

Sly Park Road is a two-lane arterial roadway that extends from Pleasant Valley Road to U.S. 50 in Pollock Pines. In the Project vicinity, Sly Park Road serves primarily residential uses. To the northeast of the Project area, it provides highway access in Pollock Pines and primary access to Jenkins Reservoir from U.S. 50. Clear Creek Road is a generally north-south, paved and unpaved road that extends east and north from Sly Park Road along the west side of Clear Creek. It provides access to residential areas to the north and east of the Project area. No designated bike routes currently occur in the Project area, and none are currently proposed along Sly Park Road (El Dorado County Transportation Commission 2005).

Traffic counts conducted by DOT in August 2007 reported more than 3,000 average daily trips (ADT) on east- and westbound Sly Park Road approximately 0.7 mile west of the Project area and more than 2,000 ADT on east- and westbound Sly Park Road approximately 3.5 miles northeast of the Project area (Table 2). Traffic on Sly Park Road near Mt. Aukum Road is higher in the westbound direction during the morning and eastbound direction in the evening, as vehicles travel toward Pleasant Valley and Placerville west of the Project area. Traffic on Sly Park Road near Mormon Emigrant Trail is higher in the northbound direction during the morning and southbound direction in the evening, as vehicles travel toward Pollock Pines and the U.S. 50 interchange.

Table 2. Traffic Counts on Sly Park Road

Average Daily Traffic	A.M. Peak Hour Weekly Average	P.M. Peak Hour Weekly Average
East of Mt. Aukum Road (0.7 mile W of Project area)		
WB: 3,162	WB: 172	WB: 106
EB: 3,162	EB: 82	EB: 165
West of Mormon Emigrant Trail (3.5 miles NE of Project area)		
NB: 2,253	NB: 90	NB: 76
SB: 2,253	SB: 64	SB: 114

Notes: NB=northbound; SB=southbound; WB=westbound; EB=eastbound; NE=northeast; W=west.
Hourly traffic counts were recorded for a one-week period. A.M. peak hour was the highest peak hour measurement during the morning; P.M. peak hour was the highest peak hour measurement during the afternoon.

Discussion of Impacts

(a) ***Less Than Significant Impact.*** The proposed Project is not designed to increase vehicle trips on Sly Park Road; it is intended to improve traffic flow and traffic safety through the area by widening the road and 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. Effects would be most noticeable in the westbound direction in the morning and eastbound direction in the evening, during peak hour traffic. However, the effects would be temporary and limited to two construction seasons lasting approximately 9 months each, and some construction may occur at nighttime to reduce traffic-related impacts. Project implementation would have a less-than-significant impact on traffic loads in the area.

(b) ***Less Than Significant Impact.*** The Project is not designed to increase the amount of traffic on Sly Park Road; it is intended to improve traffic flow through the area. Construction-related activities would result in temporary lane closures and a slight delay for vehicles crossing the bridge, but the effect would be temporary and impacts to level of service standards are not anticipated. Project implementation would have a less-than-significant impact on levels of service.

(c) ***No Impact.*** The proposed Project would not affect air traffic patterns and would have no effect on air traffic levels or safety. No impacts would occur.

(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. No impacts would occur.

(e) ***Less Than Significant Impact.*** The proposed Project would not result in inadequate emergency access; it would improve traffic flow across Clear Creek bridge. Temporary lane closures would not impede access for emergency vehicles through the Project area. Impacts would be less than significant.

(f) ***No Impact.*** The Project does not involve on-street or off-street parking. No impact would occur.

(g) ***No Impact.*** The proposed Project would improve Sly Park Road and Clear Creek bridge. It would not conflict with adopted policies for alternative transportation. No impact would occur.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS — Would the project:					
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?	☐	☐	☒	☐

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 2009). It has a permitted capacity of 400 tons per day and accepts commercial and residential waste throughout the week.

Discussion of Impacts

(a, b) ***No Impact.*** The proposed Project would not produce additional wastewater or involve construction of new wastewater facilities. No impacts would occur.

(c) ***Less than Significant Impact.*** The Project would involve construction of stormwater drainage facilities along the road to direct runoff into the creek. Impacts of these facilities would be minimal and are discussed as part of the whole Project in other resource discussions. No substantial adverse impacts are anticipated from construction of the drainage facilities; therefore, impacts would be less than significant.

(d) ***No Impact.*** The Project is a road improvement Project and would not require water supply. No impacts would occur.

(e) ***No Impact.*** Construction and operation of the proposed Project would not produce wastewater; therefore, the proposed Project would not result in an impact to wastewater treatment capacity. No impacts would occur.

(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 the Project's impacts would be less than significant.

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
MANDATORY FINDINGS OF SIGNIFICANCE					
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 which 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 to two special status species (California red-legged frog and Foothill yellow-legged frog) and nesting migratory birds. The Project would require a temporary diversion in Clear Creek during construction, but implementation of BMPs and mitigation measures would ensure minimal impacts to sensitive biological resources. Impacts on cultural resources would be less than significant due to the low potential for intact historic era resources in the ADI.

(b) ***Less Than Significant Impact.*** The proposed Project could result in cumulatively considerable impacts on special-status wildlife species, but Project design, BMPs, and mitigation measures would ensure Project effects on the red-legged and yellow-legged frog are less than significant. Cumulative impacts relating to these species would, therefore, also be less than significant.

(c) ***Less Than Significant Impact.*** The proposed Project, particularly during the construction phase, could result in a variety of temporary impacts to human beings. Potential adverse effects would be related to temporary increases in noise and air pollutants during construction and any accidental spills of hazardous materials. However, compliance with standard County contract provisions and implementation of BMPs would ensure these impacts are less than significant.

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4 Determination

4.1 Environmental Factors Potentially Affected

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

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

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.

Janet Postlewait
Principal Planner
El Dorado County Department of Transportation

Date

5 Report Preparation and References

5.1 Report Preparation

El Dorado County Department of Transportation – CEQA Lead Agency

Janet Postlewait	Principal Planner
Jennifer Maxwell, P.E.	Senior Civil Engineer
Dustin Harrington, P.E.	Associate Civil Engineer

North State Resources, Inc. (NSR)

Wirt Lanning	CEQA/NEPA Program Manager
Bruce Kemp	Project Manager (former NSR staff)
Leslie Wagner	Environmental Analyst/Deputy Project Manager
Brandon Amrhein	Biologist/Environmental Analyst
Mark Wuestehube	Wetlands Program Manager/Ecologist
Patrick Brunmeier	Principal Investigator (Archaeology)
Kristina Crawford	Cultural Resources Specialist
Edward Douglas	GIS Analyst

KD Anderson & Associates, Inc. – Air Quality Assessment

Wayne Shijo	Air Quality Analyst

5.2 References

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APPENDIX A

Mitigation Monitoring and Reporting Plan

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Mitigation Monitoring and Reporting Plan
for the
Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project

CEQA Lead Agency:
El Dorado County

Prepared: June 2010

Adopted by Board of Supervisors on: _____

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Introduction

Purpose

El Dorado County (County) Department of Transportation (DOT) has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed Sly Park Road at Clear Creek Crossing Bridge Rehabilitation Project. El Dorado County (County) Department of Transportation (DOT) is developing plans to replace Bridge No. 25C0047 on Sly Park Road at Clear Creek. The proposed Project is described in more detail in the Initial Study.

As described in the IS/MND, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. El Dorado County DOT, 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 DOT; during construction, the delegated responsibility is shared by DOT contractors. Each mitigation measure in this plan contains a "Verified By" signature line, which will be signed by the DOT 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 and Foothill yellow-legged frog.

Mitigation Measure BR-1: Conduct pre-construction surveys for California red-legged frog and Foothill yellow-legged frog and implement construction measures to reduce impacts.

The County will implement the following measures to avoid or minimize Project-related impacts on California red-legged frog and Foothill yellow-legged frog:

- The County shall retain a qualified biologist familiar with California red-legged frog biology and habitat requirements to implement mitigation measures for the 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.

- A USFWS-approved biologist shall conduct a California red-legged frog survey of the BSA within 24 hours before the onset of vegetation removal. If any life stage of the California red-legged frog is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall consult with the USFWS to identify appropriate measures, beyond those identified in this document, for avoidance or protection of the individual(s).

- The biologist shall also survey for Foothill yellow-legged frog during the California red-legged frog surveys. If Foothill yellow-legged frogs are encountered in the BSA during pre-construction surveys or during construction, a qualified biologist shall relocate the individual(s) the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the Project.

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

- Training and other protections measures shall incorporate Foothill yellow-legged frog habitat requirements and identification.

- Clear Creek and the adjacent riparian habitat 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 Project goal. This 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 the impact on potential frog habitat.

- All initial vegetation to be removed within the BSA 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 work area will be fenced to prevent animals from entering the Project site. The animal exclusion fencing shall be similar to sediment fencing or be made of a material that does not allow frogs 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 bladder dam upstream and the pipeline outlet downstream and extending at least 100 feet from the stream in the upland areas. The fencing shall be buried a minimum of six inches into the ground. Animal exclusion fencing shall be checked once per week by construction personnel, trained by a USFWS-approved biologist 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 red-legged frogs are found at any time during Project work, construction will stop and the Project biologist will be contacted immediately to provide further guidance from USFWS.

- 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. This measure shall be implemented in all areas disturbed by activities associated with the Project, unless the County determines that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)

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

The County will implement the following measures to minimize or avoid Project-related effects on nesting migratory birds:

- The removal of trees will be conducted during the non-breeding season for native birds (September 1st through March 1st). This will help preclude nesting and substantially decrease the likelihood of direct impacts.

- If construction activities cannot avoid the breeding season for native birds, the County will retain a qualified biologist to conduct a pre-construction survey of oak woodland and riparian habitat suitable for nesting birds, including trees suitable for nesting raptors, within the Project area and within 350 feet of the Project area boundary. The pre-construction survey will be performed between February 15th and August 15th, but no more than 14 days prior to the implementation of construction activities.

- If active nests are found during the pre-construction survey, the County will coordinate with CDFG on additional protection measures, such as the establishment of a buffer around the nest tree. No construction activity will be conducted within this zone during the nesting season (typically March to August) or until such time that a qualified biologist determines the nest is no longer active. The construction-free buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and will not enter the area 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 aquatic habitat in Clear Creek and downstream.

Mitigation Measure BR-3: Comply with terms of a Streambed Alteration Agreement, if required by California Department of Fish and Game.

The County will submit an application for a Streambed Alteration Agreement to the CDFG at least 30 days prior to construction activities. The application will include descriptions of BMPs that the County will implement during Project construction activities and identify the methods that will be implemented to minimize adverse impacts on the creek and downstream aquatic habitat. Measures identified under Mitigation Measure BR-1 for red-legged frog and yellow-legged frog will also minimize impacts on aquatic habitat. Project construction in or adjacent to the creek during the summer, low-flow months will also minimize impacts on aquatic habitat. Additional measures may be identified in a Streambed Alteration Agreement, and the County will be required to comply with the final agreement.

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

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

Mitigation Measure BR-4: Comply with terms of Nationwide Permit 14.

The County will submit a pre-construction notification to the U.S. Army Corps of Engineers to confirm coverage under Nationwide Permit 14. The preconstruction notification should be submitted at least 3 months prior to construction with the preliminary waters of the United States delineation, which should also be verified. A request for water quality certification should be simultaneously submitted to the Central Valley RWQCB. The County will be required to comply with applicable terms and conditions of Nationwide Permit 14 and additional conditions that may be imposed by the Corps.

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

Impact 5: Impacts on native oak trees.

Mitigation Measure BR-5: Implement measures during construction to avoid or minimize impacts to retained oak trees adjacent to the area of direct impact.

The County will implement the following measures to protect oak trees retained adjacent to the ADI:

- To protect oak trees that are intended to remain undisturbed, an environmentally sensitive area fence will be installed as far outside the edge of the tree driplines as feasible. No encroachment into the fenced areas will be allowed, and fencing will remain in place until all construction activities have ceased. Upon completion of construction activities, the fencing will be removed.

- If a retained tree has roots that must be severed, the cuts will occur at the maximum distance from the trunk as is practicable. Any roots over 1 inch in diameter that are damaged as a result of construction activities will be traced back and cleanly cut behind any split, cracked, or damaged area.

- Stockpiling of materials or equipment will not occur under the dripline of any retained oak tree.

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: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager