

**Initial Study/ Proposed
Mitigated Negative Declaration**

for the

**Green Valley Road 2 Bridge
Replacement Project**

SCH#2018022007

April 2018

**El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667**

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1. Project Information

1. Project Title: Green Valley Road 2 Bridge Replacement Project		
2. Lead Agency Name and Address: El Dorado County, Department of Transportation 2850 Fairlane Court Placerville, CA 95667		
3. Contact Person and Phone Number: Ms. Donna Keeler, Principal Planner (530) 621-3829 donna.keeler@edcgov.us		
4. Project Location: The Indian Creek Bridge (25C0040) and the Mound Springs Creek Bridge (25C0041) are located approximately 1,050 feet from each other along Green Valley Road just west of the City of Placerville in unincorporated El Dorado County. The eastern end of the project is located about 0.8 miles west of the Green Valley Road intersection with Missouri Flat Road (Figure 1, Figure 2).		
5. Description of Project: The El Dorado County, Department of Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) intend to replace the two existing Green Valley Road bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The proposed wider bridges with a continuous median turn-lane in the roadway center will improve driver safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines. A detailed project description is included in Section 3 of this Initial Study.		
6. General Plan and Zoning Designations:		
APN	2004 General Plan Designation	Zoning Designation
991-351-59 (County Road ROW)	Low-Density Residential (LDR)	Transportation Corridor (TC)
317-287-02	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-260-02	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-260-09	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-285-19	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-285-01	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-260-03	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-260-25	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-285-02	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-250-30	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-250-44	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)
317-287-03	Low-Density Residential (LDR)	Residential Estate 5 acre minimum (RE-5)

7. Surrounding Land Uses and Setting:

The Project area is located in unincorporated El Dorado County along Green Valley Road, west of the City of Placerville in the western foothills of the Sierra Nevada Mountains. The Project is located in a rural residential area bounded by large and medium size residential parcels on all sides. Green Valley Road is classified as an off State Highway System, minor arterial road in El Dorado County.

8. 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:

- Caltrans — National Environmental Policy Act (NEPA) Categorical Exclusion
- U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board — Section 401 Water Quality Certification
- California Department of Fish and Wildlife (CDFW) — Streambed Alteration Agreement
- El Dorado County Air Quality Management District (AQMD) — Fugitive Dust Plan Approval

2. Introduction

The El Dorado County, Department of Transportation, (County) intends to replace the two existing Green Valley Road bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The proposed wider bridges with a continuous median turn-lane in the roadway center will improve driver safety and be consistent with AASHTO guidelines.

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

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

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

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

3. Project Description

The County in conjunction with the Caltrans and FHWA intend to replace the two existing Green Valley Road bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The proposed wider bridges with a continuous median turn-lane in the roadway center will improve driver safety and be consistent with AASHTO guidelines.

3.1 Location

The Project is located along Green Valley Road, west of the City of Placerville in the western foothills of the Sierra Nevada Mountains (Figures 1 and 2). The Project includes approximately one half mile of Green Valley Road from approximately 700 feet southwest of the bridge over Indian Creek to approximately 700 feet northeast of the bridge over Mound Springs Creek, and includes the road shoulders and adjacent right-of-way, and portions of adjacent private parcels. Indian Creek and Mound Springs Creek flow northwest and west respectively, through the Project area. The Project is located in a rural residential area and is bounded by large and medium size residential parcels on all sides.

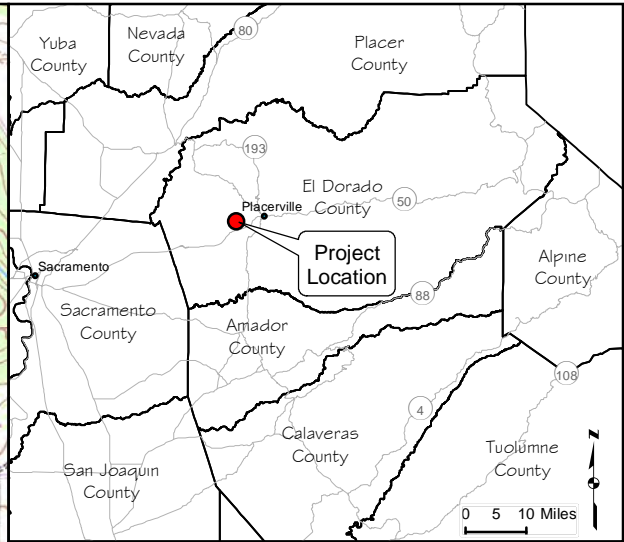
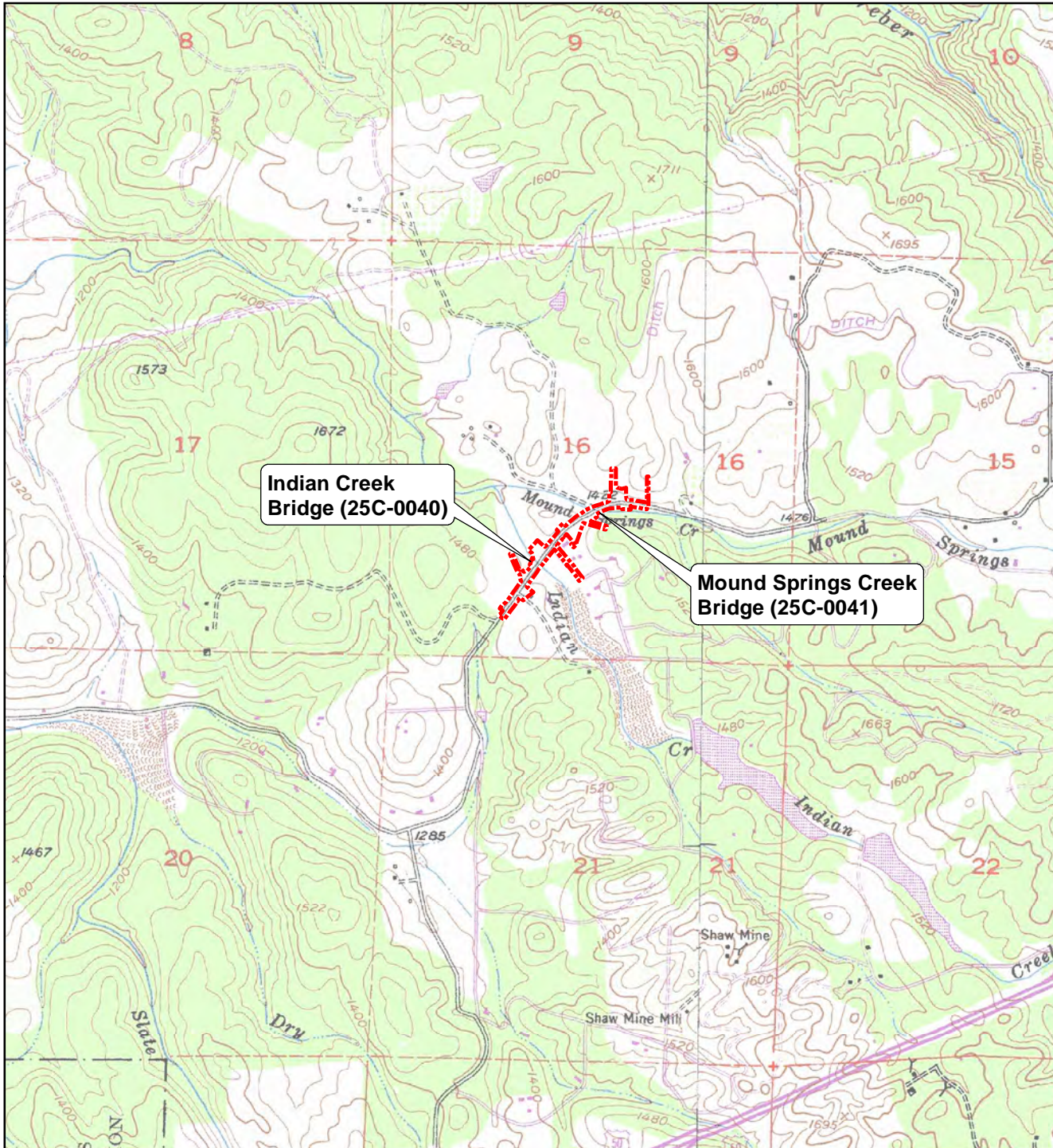
The Project is on the Shingle Springs USGS topographic quad (T10N, R10E, Section 16, Mt. Diablo Meridian) in the South Fork American Hydrologic Unit (hydrologic unit code 18020129). The centroid of the Project is located at 38.719364° north, 120.882456° west (WGS84), and its UTM coordinates (Zone 10N) are 684,070 m East; 4,287,730 m North. The Project is relatively flat and ranges in elevation from approximately 1,420 to 1,545 feet above sea level.

3.2 Project Purpose and Objectives

The purpose of the Project is to replace the existing Indian Creek and Mound Springs Creek bridges along Green Valley Road. Project objectives include improving roadway safety and compliance with AASHTO guidelines and County standards. These Projects are identified in the County Capital Improvement Program as project # 77127 (Green Valley Road at Indian Creek) and project # 77136 (Green Valley Road at Mound Springs Creek) (El Dorado County 2017a).

Replacement of the structures is necessary due to the following:

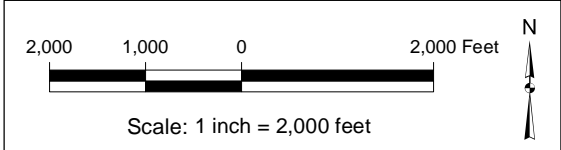
- Both bridges have deficient hydraulics.
- Both bridges also have poor site distance at adjacent roadways
- Both bridges have substandard approach roadways and geometrics and concrete spalling. Approximately 4,200 vehicles drive this section of Green Valley Road daily with speeds ranging from 40 to 55 mph.



Green Valley Road 2 Bridge
 Replacement Project
 El Dorado County, CA
 31 January 2018

Figure 1. Project Location Map

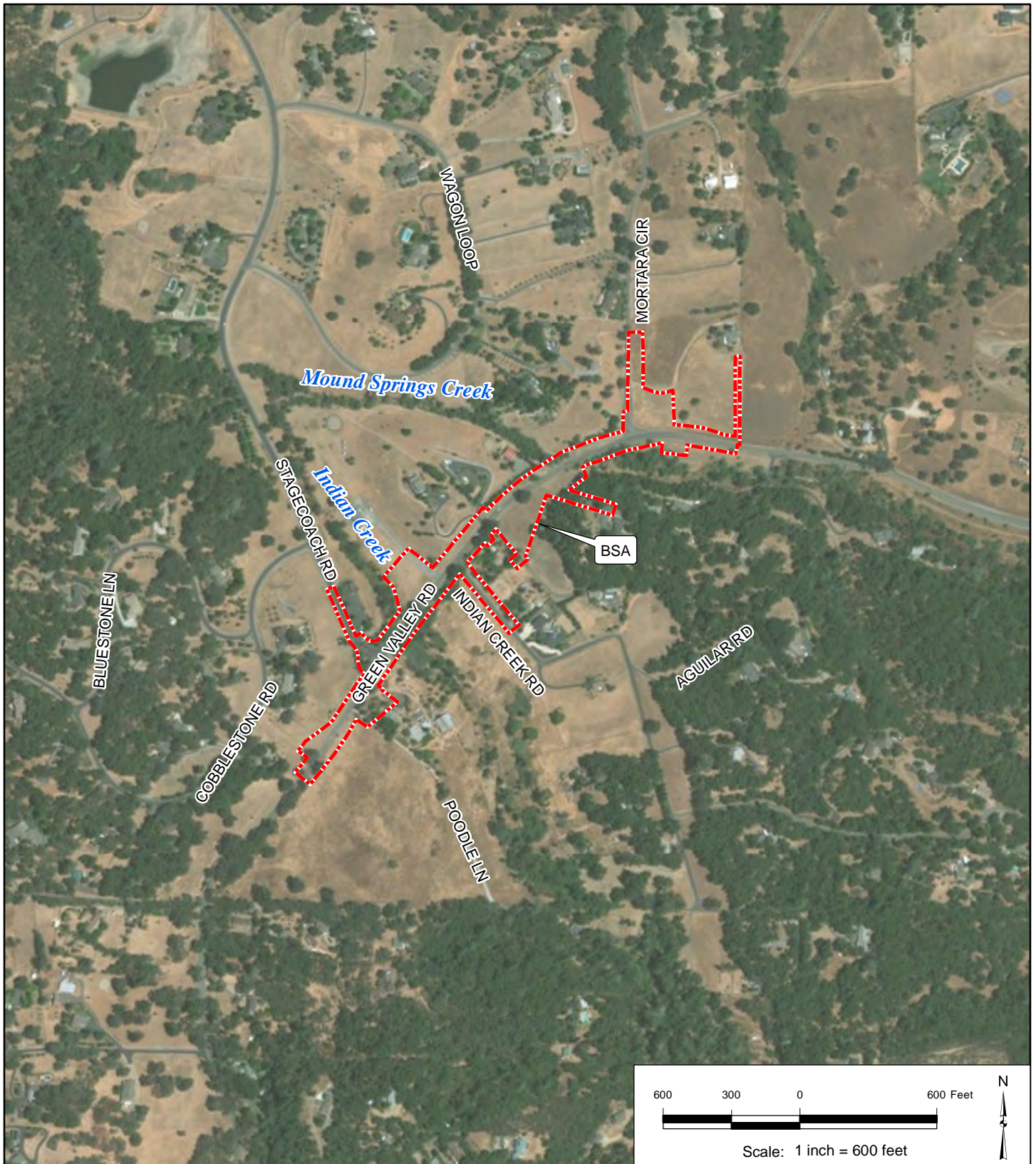
 Project Location



Federal Aid Project No(s).
 Indian Creek: BRLO-5925(096)
 Mound Springs Creek: BRLO-5925(112)

Shingle Springs, CA (Revised 1973)
 CASIL California USGS Digital Raster Graphics (DRG),
 7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
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Green Valley Road 2 Bridge
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 El Dorado County, CA
 31 January 2018



Biological Study Area (BSA; 10.89 ac)



SYCAMORE
 Environmental
 Consultants, Inc.

Aerial Photograph: 7 August 2016
 Vivid - USA DigitalGlobe Imagery
 ESRI ArcGIS Basemap Layer

Figure 2. Aerial Photograph

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3.3 History

The existing Indian Creek Bridge is a narrow, two-lane, 28.2-ft wide, 21-ft long, single-span, reinforced concrete bridge that was constructed in 1935 and previously widened in 1975. The bridge has a Caltrans sufficiency rating of 68.1 and does not comply with several AASHTO standards due to its substandard clear width of 26 feet between barriers and non-standard railings. The April 2014 Caltrans Bridge Inspection Report (BIR) found that the Indian Creek Bridge has substandard barriers/railings, and the roadway approaches need railings as there are currently none in place. The north side of the bridge has no barrier/railing and the south side does not meet AASHTO standards.

The existing Mound Springs Creek Bridge is a narrow, two-lane, 22.3-ft wide, 29.9-ft long, two-span, reinforced concrete bridge that was constructed in 1935. The bridge has a Caltrans sufficiency rating of 68.1 and does not comply with several AASHTO standards due to its substandard clear width of 20 feet between barriers and non-standard railings. The Caltrans BIR (April 2014) found that the Mound Springs Creek Bridge has substandard barriers/railings, and the roadway approaches need railings as there are currently none in place. The bridge barriers on the Mound Springs Creek Bridge have been hit by vehicles due to the narrowness of the bridge and the approach roadway geometry.

Both bridges also have deficient hydraulics, poor site distance at adjacent roadways, substandard approach roadway and geometrics, and concrete spalling. Approximately 4,200 vehicles drive this section of Green Valley Road daily with speeds ranging from 40 to 55 mph. There are many accident report histories on this roadway. Per the Caltrans list of local agency bridges both bridges are identified as Category 5 '*Ineligible for National Register listing*' (Caltrans 2018). The bridges are over 80 years old and have exceeded their 75-year design life.

The County prepared feasibility studies for both Indian Creek and Mound Springs Creek bridges (El Dorado County 2015a and 2015b). The Feasibility Studies, which are incorporated herein by reference, evaluated rehabilitation versus replacement options based on many different replacement design concepts (i.e. 1-stage replacement (off alignment), 2-stage replacement (with a widened roadway), 3-stage replacement (on alignment), etc.). The finding of this study was ultimately that based on cost benefit analysis (and life cycle costs) for the bridges replacement with a 2-stage design concepts is preferred (or outperforms the other design concepts including rehabilitation).

The four design concepts discussed in this IS/MND represent some or a selected group of these options that were continued for evaluation after the Feasibility Study. The design concepts include: No Project, Bridge Rehabilitation, Bridge Replacement with Turn Lane Included, and Bridge Replacement per AASHTO Minimum Standards. Under the No Project option, the existing bridge would remain untouched and would not comply with current construction and safety codes. The Caltrans designation of Functionally Obsolete would remain unchanged.

After it was determined that bridge replacement was preferred over rehabilitation, three road configurations were evaluated: 2-Lane Hourglass, Left-Turn at Stagecoach (with tapers), and Continuous Median Turn Lane. The Hourglass and Left-Turn at Stagecoach configurations would not completely address the poor visibility safety concerns along the corridor. The studies recommended bridge replacements with a continuous median turn lane for improved constructability and increased driver safety.

2-Lane Hourglass

Under the 2-lane Hourglass configuration, the existing bridges would be replaced with wider bridge decks and updated bridge railings. The roadway would taper between the bridges creating an hourglass alignment. This configuration was rejected because it does not address the deficiency in sight distance and it would have increased maintenance costs and future costs.

Left-Turn at Stagecoach (with tapers)

Under the Bridge Replacement with Left-Turn at Stagecoach (with tapers) configuration, the existing bridges would be replaced with wider bridge decks and updated bridge railings. A left-turn pocket would be added at Stagecoach Road, west of Indian Creek Bridge. The roadway would taper between the bridges creating an hourglass configuration. This configuration was rejected because it does not address adjacent roadway geometrics or future needs.

Continuous Median Turn Lane

Under the Continuous Median Turn Lane configuration, a turn lane would be added through the project corridor. This configuration would improve driver safety by increasing line of sight; it provides a basis for future use, such as bike lanes; it reduces maintenance costs, and has public support.

These options were presented to the County's Board of Supervisors and the Board unanimously voted for the recommended alternative with a continuous median turn lane.

3.4 Project Description

Under the preferred Continuous Median Turn Lane configuration, a turn lane would be added through the Project corridor. This configuration would improve driver safety by increasing line of sight; it provides a basis for future use, such as bike lanes; it reduces maintenance costs, and has public support.

To enhance safety, the County proposes to improve the roadway approximately 700 feet southwest of the Indian Creek Bridge, the 1,050 feet between the two bridges, and 700 feet northeast of the Mound Springs Creek Bridge. The roadway will be widened to a pavement width of approximately 43 feet. The roadway and bridges will have the same lane and striping configuration. Road widening will primarily take place on the northwest side of the existing road within the County right-of-way. Minor widening will take place east of Mortara Circle on the south side of the road, requiring a small right-of-way acquisition. At Stagecoach Road, improvements will conform to existing near the intersection. It is anticipated that landscaping will be left in place as much as possible. The rock wall along Green Valley Road, just northeast of the intersection with Stagecoach Road, will likely be relocated to accommodate the Stagecoach Road improvements. Figure 3 shows the project design.

Funding for each bridge replacement was programmed under the Federal Statewide Transportation Improvement Program (FSTIP) 2010/11-2015/16 Local Highway Bridge Program (HBP) with additional local funding for the match from Traffic Impact Mitigation (TIM) fees. The federal bridge replacement funds are subject to certain limitations. Caltrans determined the work within the following limits was participating:

- Indian Creek Bridge, including the bridge replacement and approximately 350 feet of roadway improvements on either side of the bridge;

- Mound Springs Creek Bridge, including the bridge replacement and approximately 360 feet of roadway improvements on either side of the bridge.

3.5 Construction Methods

3.5.1 Bridge Replacement

The proposed replacement bridge over Indian Creek will be a reinforced simple span concrete bridge approximately 43 feet wide and 38 to 44 feet long, with two 12-ft wide traffic lanes, an 11-ft wide center lane, and two 4-ft wide paved shoulders. The proposed replacement Mound Springs Creek Bridge is anticipated to be a simple span concrete bridge. It will be approximately 43 feet wide and 32 to 44 feet long, with two 12-ft wide traffic lanes, an 11-ft wide center lane, and two 4-ft wide shoulders. The abutments of both bridges will be on either spread footings or piles depending of depth of bedrock and project logistics. The new bridges, which are wider and longer, will have new barriers and guard railing that is compliant with current design standards, and will have minor shifts of bridge realignment.

Demolition of the existing bridge will consist of clearing and grubbing, including tree removal, to accommodate the wider roadway and bridges. It is anticipated that the excavation for the abutments may not exceed (approximately) 20-ft below the existing ground surface.

Removal of the existing bridge foundations and construction of the new bridge foundations will involve work in the creek channel. Construction of Indian Creek Bridge will require excavation into weathered rock, likely below groundwater. The water in Indian Creek flows seasonally, so potential for seepage during the dry season (June through October) is low. The bottom of the footings are likely to be below the bottom of the channel grade. Seepage of groundwater may be transmitted through fractures in the rock. Construction may require diversion of surface water, sump pumping, and potentially the use of a seal course to control seepage within open excavations.

The replacement of the bridge over Mound Springs Creek will involve a portion of the creek channel being regraded and rock slope protection being added to the creek bank. Mound Springs Creek flows seasonally, so the potential for seepage during the dry season (June through October) is low.

Groundwater and seepage may be encountered during construction, especially in the excavations for the foundations and footings. For dewatering operations, the project will develop a dewatering plan in accordance with the Caltrans Construction Site Best Management Practices Manual's NS-02 Dewatering Operations. NS-02 requires that a dewatering plan will be included as part of the SWPPP. The dewatering plan will detail the location of dewatering activities, equipment, and discharge point(s). Sediment controls and other BMPs will be identified in the plan to ensure that discharges are consistent with the terms of the NPDES permit.

3.5.2 Roadway Improvements

The roadway will be widened to a pavement width of approximately 43 feet. The roadway and bridges will have the same lane and striping configuration. Road widening will primarily take place on the northwest side of the existing road within the County right-of-way. Minor widening will take place east of Mortara Circle on the south side of the road. At Stagecoach Road, improvements will conform to existing near the intersection. It is anticipated that landscaping will be left in place as much as possible. The rock wall along Green Valley Road, just northeast of the intersection with Stagecoach Road, will likely be relocated.

To improve safety between and within the limits of the two bridge replacements, the roadway width and geometry will be consistent the entire length of the project, and road approaches will be improved at each end. The County will complete the safety improvements that are not covered by federal funding with local funding sources (Regional Surface Transportation Program and possibly Traffic Impact Mitigation). The safety work includes approximately 344 feet of Green Valley Road southwest of Indian Creek; approximately 297 feet of road between the two bridges; and approximately 353 feet of road east of the Mound Springs Creek bridge.

To correct the substandard geometrics and address hydraulic considerations, the profile of Green Valley Road must be raised at each bridge to achieve acceptable vertical and horizontal curve lengths and associated site distances and to meet a 50-mph design speed requirement. The existing road surface at the Indian Creek Bridge will be raised approximately 1 foot higher than the existing condition. The existing road surface at the Mound Springs Bridge will be raised approximately 3 feet higher than the existing condition. Within the project limits, the road will be resurfaced with asphalt concrete.

Bridge soffit heights will be 2 feet above and water surface elevations of both creeks will pass both the 50-year and 100-year flood to comply with AASHTO freeboard requirements. Rock slope protection (RSP) will be placed in the creek channel at the base of Mound Springs Bridge to protect the abutments during typical hydraulic events. RSP will be placed in front of the abutments of the bridge over Indian Creek, but will not be placed within the ordinary high water mark.

Within the limits of the project, the existing road centerline will be slightly shifted, but maintain a 50-mph design speed. The wider road in the project corridor requires areas of cut and fill to minimize shifts to the road alignment. Throughout most of the Project area, cut and fill will be less than 2 feet deep except for locations described in Table 1. The Project will have a net import of fill material.

Table 1. Cut and Fill Depths and Locations for Road Improvements

Begin station	End station	Location	Depth (ft)¹
11+20	11+70	South side of Green Valley Road	-2 to -4
9+00	12+10	North side of Green Valley Road	-2 to -4*
12+60	13+10	North side of Green Valley Road	-2 to -4*
16+00	19+00	Entire width of Green Valley Road	-2 to -4
17+00	18+90	North side of Green Valley Road	-2 to -6*
25+00	26+50	South side of Green Valley Road	-2 to -4*
29+25	31+10	North side of Green Valley Road	-2 to -6*
13+90	15+90	North side of Green Valley Road	+2 to +6
22+00	26+00	North side of Green Valley Road	+2 to +8

¹ Negative numbers represent cut depths. Positive numbers represent fill depths.

* Cut overlaps with existing hillside cut.

3.5.3 Construction Staging and Right of Way

The Project will adopt 2-stage construction so that Green Valley Road can remain open for all but short duration closures during construction. The plan is to maintain two-lane traffic throughout construction with minimal periods of one-lane traffic control. Materials and equipment that will be used for the construction of the bridge may be staged on the potential staging areas adjacent to Green Valley Road within the Project area. The first is along the south side of Green Valley Road east of a private driveway just east of Indian Creek Road. The second staging area is on the north side of Green Valley Road along the east side of Mortara Circle.

Some right-of-way acquisition will be required from adjacent privately-owned parcels on the south side of Green Valley Road from the western end of the Project to the end of the staging area south of Green Valley Road. Temporary construction easements or rights of entry will be needed for the staging areas.

The County and/or contractor will administer best management practices (BMPs) during construction to prevent concrete or other materials from entering Indian Creek and Mound Springs Creek. General bridge construction equipment expected to be used includes, but is not limited to: haul trucks, cranes, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles.

3.5.4 Utilities

Based on preliminary design, there are approximately 14 joint utility poles, utility vaults, water valves and a water main that will require relocation due to construction. In December 2016 by means of a Board of Supervisor's resolution, El Dorado County formed the Green Valley Road Underground Utility District (GVRUUD). The GVRUUD will allow the undergrounding of all overhead utilities in the project corridor in a single construction season as part of the Green Valley Road 2 Bridges project. The County coordinated with PG&E and AT&T in the formation of the GVRUUD. The physical and visual impacts to the Public of undergrounding is less intrusive than pole relocation. The undergrounding will simplify construction sequencing and improve the aesthetics in the Project area by removing a heavy concentration of overhead utility lines.

The utility undergrounding may require a single 3-ft wide by 5-ft deep joint trench. The utility providers may install their own utility lines in separate trenches within the County right-of-way. The utility trench will extend along the northwest side of Green Valley Road, along the southwest side of Stagecoach Road, along the east side of Mortara Circle, along Indian Creek Road, and along 3 private driveways off Green Valley Road. The utility companies may use a trenchless construction method, like horizontal directional drill. Utility relocation to a residence southeast of the Mound Springs Creek Bridge will likely be installed using the trenchless method. No trenching will occur through the creeks or wetlands. The County proposes to place the lines within the bridge structures.

3.6 Construction Contract

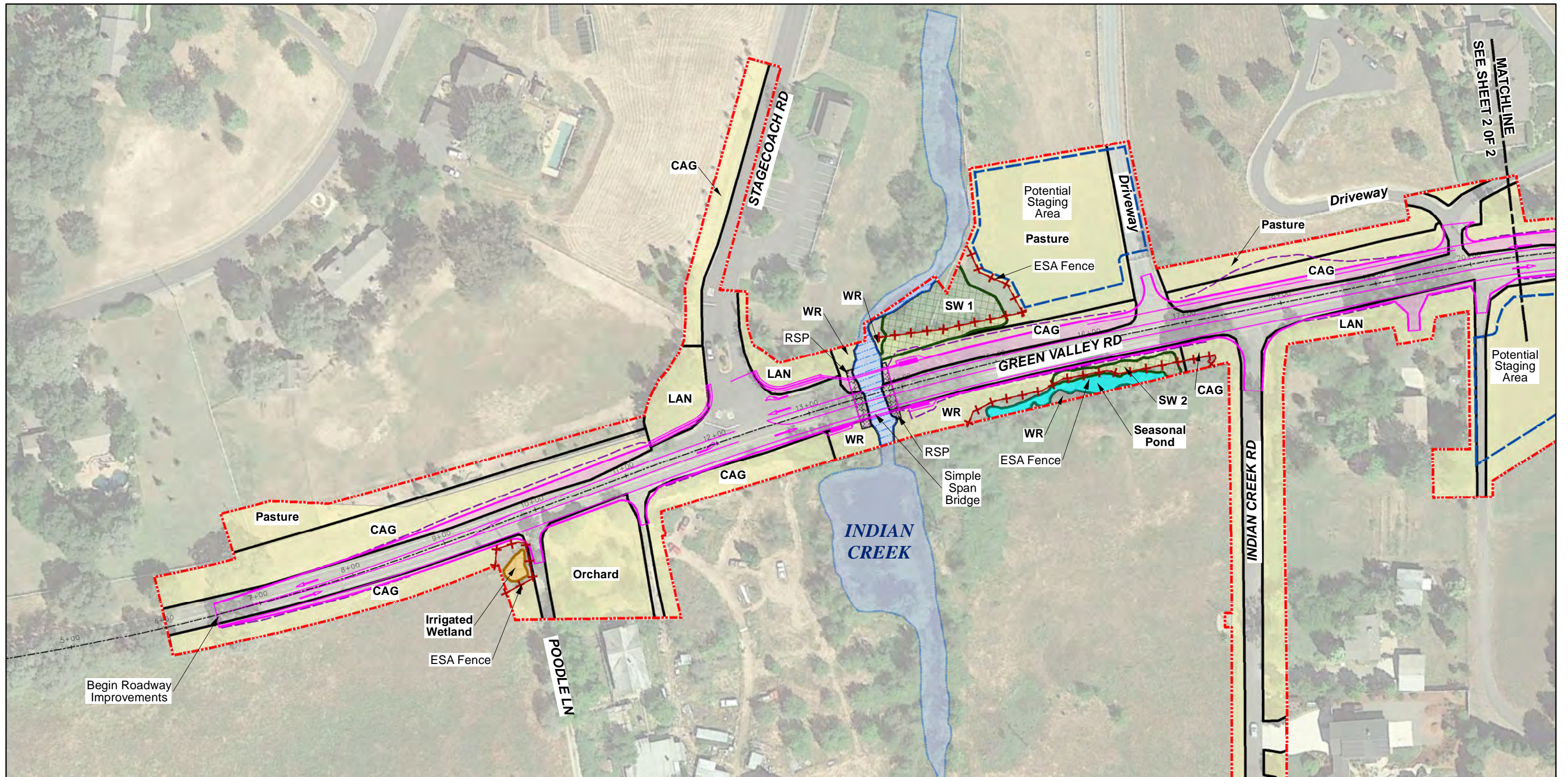
The County would retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed Project activities and for implementing construction-related mitigation measures. The County would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed Project in accordance with the Public Contract Code of the State of California, the Caltrans Standard Plans and

Standard Specifications, and the Contract, Project Plans, and Project Special Provisions under development by the County. The following are a combination of standard and project-specific procedures/requirements applicable to Project construction:

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

3.7 Project Schedule

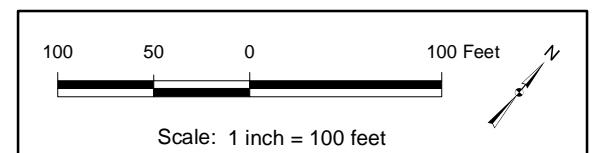
The bridge replacements and road work is planned to commence construction in 2019. Project duration is expected to be one to two seasons (18 months). The Project may include some night and/or weekend work to address safety considerations and avoid peak traffic along Green Valley Road. There is also a possibility of temporary side street closures during this time to avoid conflicts, which may include weekend shutdowns. Relocation of overhead utility lines may require the County, utility provider, or their contractors to trim or remove trees prior to construction. The in-water work period will be restricted to the dry season, generally defined as the time period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement, unless CDFW provides approval of work outside that period.



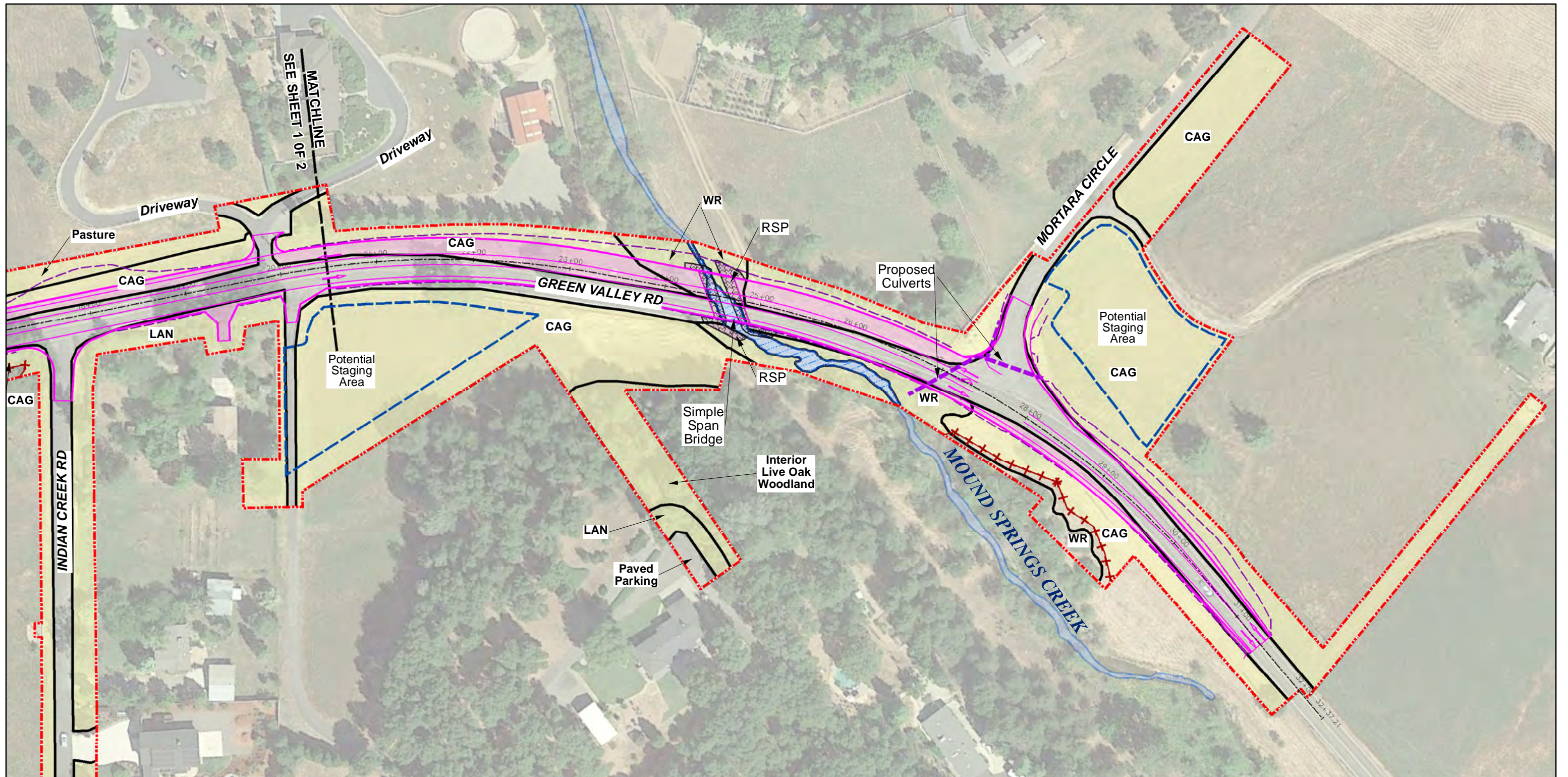
Green Valley Road 2 Bridge
Replacement Project
El Dorado County, CA
31 January 2018

Figure 3. Proposed Project Map
Sheet 1 of 2

- Biological Study Area (BSA; 10.89 ac)
 - Biological Community Boundary
 - Creek
 - Seasonal Wetland (SW)
 - Seasonal Pond
 - Irrigated Wetland
 - Permanent Impact
 - Temporary Impact*
 - Proposed Road and Bridge Improvements
 - Proposed Grading Limits
 - Rock Slope Protection (RSP)
 - Proposed ESA Fence
 - Potential Staging Area
- * Temporary impacts are shown for planning purposes.



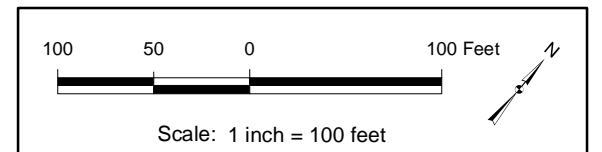
Proposed Road/Bridges and Topography:
MasterAlt5.dwg # XBase.dwg (File: 20 June 2016)
by El Dorado County Community Development Agency
Transportation Division (Downloaded: 5 July 2016)
<ftp://dotftp.edcgov.us/SMOG2016/CAD%20Files/>
Aerial Photography: 19 May 2017
Google Earth Imagery



Green Valley Road 2 Bridge
Replacement Project
El Dorado County, CA
31 January 2018

Figure 3. Proposed Project Map
Sheet 2 of 2

- Biological Study Area (BSA; 10.89 ac)
 - Biological Community Boundary
 - Creek
 - Permanent Impact
 - Temporary Impact*
 - Proposed Road and Bridge Improvements
 - Proposed Grading Limits
 - Proposed Culverts
 - Rock Slope Protection (RSP)
 - Proposed ESA Fence
 - Potential Staging Area
- * Temporary impacts are shown for planning purposes.



Proposed Road/Bridges and Topography:
MasterAlt5.dwg # XBase.dwg (File: 20 June 2016)
by El Dorado County Community Development Agency
Transportation Division (Downloaded: 5 July 2016)
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4. Initial Study Checklist and Supporting Documentation

4.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 19 environmental categories are addressed in this section:

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

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

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

4.2 Setting, Impacts, and Mitigation Measures

4.2.1 Aesthetics

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

Environmental Setting

The Project occurs in the foothills of the Sierra Nevada, at an elevation ranging from of approximately 1,420 to 1,545 feet above sea level. The Project is located in a rural residential setting west of Placerville in unincorporated El Dorado County. The project area includes existing right of way and portions of private parcels. The project vicinity includes the existing roads, disturbed areas along the road shoulders, driveways, homes and accessory structures, horticultural landscaping near homes, Interior Live Oak, California and Annual Grassland Woodland in upland areas, pasture, orchards, irrigated wetlands, and Willow Riparian adjacent to Indian Creek and Mound Springs Creek.

A Scenic Resource Evaluation and Visual Impact Assessment Memo was prepared to evaluate potential impacts to visual resources (Sycamore Environmental 2017e). Based on the following information the Project will not adversely affect any scenic resources:

- The Project is not located on a highway or route that is designated or eligible for designation as a scenic highway.
- El Dorado County's General Plan does not designate or identify any scenic resources in the project limits. Table 5.3-1 of the General Plan EIR identifies multiple scenic views and resources in the County. Green Valley Road is not identified in Table 5.3-1 of the General Plan EIR.
- The Project is consistent with the visual landscape of the surrounding area. The Project site is a rural road that runs primarily through rural residential land.
- There is a low potential for controversy in the community. The bridge replacements are necessary to improve public safety. The Greenstone Country Community housing development located north of Green Valley Road in the project area wrote a letter in support of the proposed Project (Attachment B).
- This Project will not result in an aggregate adverse change in overall visual quality. There are currently no plans for future improvements in the area of this Project.
- The HRER identified and evaluated five resources within the project area requiring evaluation under CEQA: two bridges, two trail segments, and an abandoned segment of Green Valley Road (Mead & Hunt 2016). Only the two bridges and abandoned segment of Green Valley Road

required evaluation for the National Register. The five resources were evaluated to determine their eligibility for listing on the California register. To qualify for listing in the California Register and to be considered a historical resource for the purposes of CEQA, a resource must meet one or more of the criteria set forth in PRC 5024.1 and the California Code of Regulations (CCR Title 14, Chapter 11.5, § 4850 et seq).

Each resource was evaluated for the California Register under Criteria 1, 2, 3, and 4 and determined to be not eligible for inclusion on the California Register. The resources were also evaluated collectively for a possible historic district. Collectively the resources do not possess adequate significance nor retain the physical integrity necessary to represent a cohesive collection that made important contributions to the history of El Dorado County or the region. The HRER also concluded that the five resources are not eligible for listing on the National Register.

- The Project Historic Resources Evaluation Report (HRER) prepared by Mead & Hunt Inc. (2016) Based on archival research, public involvement, and field investigation, three built environment resources within the area of potential impact (APE) were identified - an abandoned approximately 100-foot road segment of Green Valley Road, Indian Creek Bridge (No. 25C0040), and Mound Springs Creek Bridge (No. 25C0041). The HRER concludes that the Green Valley Road segment is not long enough to convey the road's historic context or potential significance and is exempt from evaluation.

Both bridges are listed as Category 5 – Not Eligible for the National Register in Caltrans' Historic Bridge Inventory. The two bridges were reevaluated by Mead & Hunt and it was determined that both bridges continue to lack historical significance and are not eligible for the National Register. They are also not historical resources for the purposes of CEQA because they do not meet the California Register criteria outlined in PRC 5024.1.

- Visual simulations of the proposed Project were prepared as part of a presentation prepared by the County for the Board of Supervisors. *Note: Not all of the retained trees are shown in the simulations.* The Project will remove a total estimated 10 trees (6 red willows and 4 interior live oak). The simulations showed before and after images of the Project area and indicated that the project would not result in substantial adverse impacts to the visual environment.
- To correct the substandard geometrics, the profile of Green Valley Road must be raised at each bridge to achieve acceptable vertical and horizontal curve lengths and associated site distances and to meet a 50-mph design speed requirement. The existing road surface at the Indian Creek Bridge will be raised approximately 1 foot higher than the existing condition. The existing road surface at the Mound Springs Bridge will be raised approximately 3 feet higher than the existing condition. Following Project completion, the change in the road surface elevation is not anticipated to be perceived negatively by local residents or the traveling public.

Potential Environmental Effects

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

Table 5.3-1 of the General Plan EIR identifies multiple scenic views and resources in the County. Green Valley Road is not identified in Table 5.3-1 of the General Plan EIR (El Dorado County 2004a).

The Project consists of the replacement of two bridge structures and roadway improvements. The new bridges will be visually consistent with other transportation infrastructure in the vicinity of the Project. Impacts to the scenic resource/ scenic view is considered less-than significant.

- b) **No Impact.** The Project is not located on a state scenic highway (Caltrans 2017).
- c) **Less Than Significant Impact.** See discussion of a) above.
- d) **No Impact.** The Project does not introduce any new source of light or glare.

4.2.2 Agricultural and Forestry Resources

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

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project is located in a rural residential area in the Sierra Nevada. No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area (California Department of Conservation 2017c). The Project area is located outside of the area identified as ‘Timber Production Zone’ on Exhibit 5.2-4 (Timber Production Zones) of the County General Plan EIR (El Dorado County 2004a).

Potential Environmental Effects

- a) **No Impact.** No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area.
- b) **No Impact.** See response for item a).

- c) **No Impact.** The proposed Project is consistent with the existing zoning and does not include any rezoning activities.
- d) **Less Than Significant Impact.** The proposed Project is being constructed within the existing County right of way and will not result in a permanent loss of forest land or conversion of forest land.
- e) **No Impact.** Excluding temporary impacts to vegetation, the Project is not anticipated to involve other changes in the existing environment that could result in conversion of Farmland or forest land.

4.2.3 Air Quality

III. AIR QUALITY— Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

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

Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-

based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). The attainment status of the Mountain Counties Air Basin portion of El Dorado County is listed in Table 2.

Table 2. Attainment Status for Mountain Counties Air Basin portion of El Dorado County

Pollutant	National Designation	State Designation
Ozone	Nonattainment (8 hr.)	Nonattainment
PM ₁₀	Unclassified	Nonattainment
PM _{2.5}	Nonattainment	Unclassified
CO	Unclassified/ Attainment	Unclassified
NO ₂	Unclassified/ Attainment	Attainment
SO ₂	Unclassified	Attainment
Sulfates	NA	Attainment
Lead	Unclassified/ Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

The AQMD administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following AQMD rules apply during the construction of the Project:

- **Rule 202 (Visible Emissions):** Prohibits discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three (3) minutes in any one (1) hour which is a) As dark or darker in shade as that designated as No. 1 on the Ringlemann chart, as published by the United States Bureau of Mines, or b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (A) of this section.
- **Rule 205 (Nuisance):** Prohibits the discharge of air contaminants which cause injury, detriment, nuisance, or annoyance.
- **Rule 207 (Particulate Matter):** Limits the quantity of PM through concentration limits.
- **Rule 215 (Architectural Coatings):** Defines the quantities of reactive organic compounds permitted for use in new construction.
- **Rule 223 (Fugitive Dust):** The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- **Rule 223-1 (Fugitive Dust – Construction):** Requires a Fugitive Dust Control Plan be prepared and submitted to the El Dorado County AQMD prior to ground disturbing activities. Pursuant to Rule 610, the El Dorado County AQMD charges a fee to review the Fugitive Dust Control Plan required by Rule 223-1.
- **Rule 223-2 (Fugitive Dust – Asbestos Hazard Mitigation):** The purpose of this Rule is to reduce the amount of asbestos particulate matter entrained in the ambient air as a result of any construction or construction related activities that disturbs or potentially disturbs

naturally occurring asbestos by requiring actions to prevent, reduce or mitigate asbestos emissions.

- **Rule 224 (Cutback and Emulsified Asphalt Paving Materials):** Limits emissions of ROG_s from the use of cutback and emulsified asphalt paving materials, paving, and maintenance operations.
- **Rule 233 (Stationary Internal Combustion Engines):** Limits emissions of NO_x and CO from stationary internal combustion engines. (This rule applies to any stationary internal combustion engine rated at more than 50 brake horsepower, operated on any gaseous fuel or liquid fuel, including liquid petroleum gas (LPG), gasoline, or diesel fuel.)

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

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

Potential Environmental Effects

As recommended in the El Dorado County AQMD Guide to Air Quality Assessment, construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District’s *Road Construction Emissions Model (RCEM), Version 8.1.0*. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The RCEM divides the project into four “Construction Periods”:

- Grubbing/ Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Based on similar County road and bridge projects, the assumptions presented in Table 3 regarding type of construction equipment and use duration were used in the RCEM. Other Project assumptions used in the RCEM include a total of approximately eighteen (18) month construction schedule starting in 2019, use of water trucks, and all equipment was assumed to run for eight (8) hours per day (with an anticipated lower level of equipment activities occurring during a six (6) month period of utility relocations). Results of the RCEM based on the Project assumptions are in Table 4.

Table 3. Construction Equipment and Quantity.

Construction Period	Equipment	
	Quantity	Type
Grubbing/ Land Clearing	2	Excavator
	1	Bulldozer
	2	Signal Board

Grading/Excavation	1	Crane
	2	Bulldozer
	2	Excavator
	1	Grader
	2	Roller
	2	Loader
	2	Scraper
	2	Backhoe
	2	Signal Board
Drainage/Utilities/Sub-Grade	1	Air Compressor
	1	Generator Set
	1	Grader
	1	Compactor
	1	Pump
	1	Forklift
	2	Scraper
	2	Backhoe
	2	Signal Board
Paving	1	Paver
	1	Paving Equipment Roller
	2	Signal Board
	1	Backhoe

Table 4. Estimated Construction Emissions

Project Phases	ROG lbs/day	CO lbs/day	NOx lbs/day	PM10 lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day
Grubbing/land clearing	1.3	10.5	14.60	30.62	0.62	30.00
Grading/excavation	7.14	50.37	80.78	33.63	3.63	30.00
Drainage/utilities/sub-grade	4.80	39.45	48.61	32.41	2.41	30.00
Paving	1.28	13.37	12.65	0.72	0.72	-
Maximum lbs/day	7.14	50.37	80.78	33.63	3.63	30.00
Significance Threshold	82	AAQS	82	82	N/A	N/A
Significant?	No	No	No	No	N/A	N/A

Notes: Data entered to emissions model: Project Start Year: 2019; Project Length (months): 18; Total Project Area (acres): ±10. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

- a) **No Impact.** The proposed Projects are identified as ELD19335 and ELD19353 in the Sacramento Council of Governments' (SACOG) 2016 *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)* (Sacramento Council of Governments 2016). Projects included

in the Metropolitan Transportation Plan have been determined to be consistent with the planning goals of the State Implementation Plan.

- b) **Less Than Significant Impact.** The County is in nonattainment status for both federal and state ozone standards and the state PM10 standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. Project construction would create short-term increases in ROG, NOx, and PM10 emissions from vehicle and equipment operation. None of the estimated emissions exceed the County’s significance thresholds. The Project would not generate additional traffic. No operational emissions will result from the Project.
- c) **No Impact.** Cumulative net increases of criteria pollutants have been evaluated in the 2016 MTP/SCS (SACOG 2016). This Project is referenced and evaluated in the 2016 MTP/SCS. Also see the response for item b).
- d) **Less Than Significant Impact.** Adjacent residences have the potential to be exposed to PM10, PM2.5, CO, ROG, and NOx during construction. These impacts are considered less than significant due to the limited nature of the Project and short-term construction period.
The Project is not located within an area known to contain naturally occurring asbestos (NOA) or an area “more likely to contain naturally occurring asbestos” (California Department of Conservation 2000, El Dorado County 2005).
- e) **Less Than Significant Impact.** Construction activities would involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions.

4.2.4 Biological Resources

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the following Project technical reports:

- Wetland Study/ Jurisdictional Delineation Report (Sycamore Environmental 2017a)
- Natural Environment Study (NES, Sycamore Environmental 2017b)
- Biological Assessment (BA, Sycamore Environmental 2017c).
- Site Assessment Report for California Red-legged Frog (Sycamore Environmental 2017d)

The NES is a standard Caltrans report for documenting and evaluating the potential Project impacts to biological resources. The BA is prepared to support Endangered Species Act consultation with USFWS and National Marine Fisheries Service (NMFS). The NES and BA conclude the following regarding biological resources:

- Indian Creek and a seasonal pond in the Project area provide marginal breeding habitat for the federal-listed California red-legged frog (CRLF; *Rana draytonii*).
- Indian Creek and Mound Springs Creek are intermittent creeks. Within the project limits, they are not suitable habitat for foothill yellow-legged frog (FYLF; *Rana boylei*), which was designated a “Candidate” for listing under the California Endangered Species Act on June 27, 2017.
- The Project area does not provide habitat for any other federal-listed or federal-proposed wildlife or plants.
- The Project area provides suitable habitat for several other special-status species including western pond turtle (*Emys marmorata*), white-tailed kite (*Elanus leucurus*), and other birds-of-prey and migratory birds.
- The Project provides habitat for four special-status plants including Big-scale balsamroot, Sierra arching sedge, Sanford’s arrowhead, and Oval-leaved viburnum ranked by the California Native Plant Society (CNPS).

Natural communities that occur in the Project area and estimated temporary and permanent impacts are shown in Table 5 (Sycamore Environmental 2017a). The Willow Riparian, Seasonal Wetland, Seasonal Pond, Indian Creek, and Mound Springs Creek are considered sensitive natural communities in the Project area.

Table 5. Natural Communities in the Project area

Biological Community	Acreage	Temporary Impact (ac.)	Permanent Impact (ac.)
California Annual Grassland	4.967	4.181	0.682
Interior Live Oak Woodland	0.209	0.209	0

Biological Community	Acreage	Temporary Impact (ac.)	Permanent Impact (ac.)
Landscaping	0.727	0.670	0.056
Orchard	0.265	0.256	0.009
Pasture	0.940	0.790	0
Willow Riparian	0.555	0.355	0.097
Indian Creek	0.067	0.056	0
Mound Springs Creek	0.069	0.055	0.014
Seasonal Wetlands	0.184	0.067	0.002
Irrigated Wetland	0.012	0	0
Seasonal Pond	0.047	0	0
Paved and Dirt Roads ¹	2.847	--	--
Total:	10.889	6.639	0.860

¹ Previously disturbed community, thus no impacts are calculated.

Potential Environmental Effects

a) Potentially Significant Unless Mitigation Incorporated.

Special-Status Plant Species: The Project provides habitat for four special-status plants ranked by the CNPS. No special-status plants were observed during a botanical survey conducted in 2013 during the evident and identifiable period for special-status plants with potential to occur. Due to updates to the project limits and the addition of proposed staging areas, the botanical survey in 2013 no longer covers the entire Project area. With the exception of big-scale balsamroot, the 2016 biological surveys were conducted during the evident and identifiable period of special-status plants with potential to occur and covered the entire Project area. Implementation of BIO-1 will reduce potential impacts to big-scale balsamroot to less than significant.

Mitigation Measure BIO-1

- *A properly timed survey for big-scale balsamroot will be conducted in the expanded project limits prior to construction.*
- *If big-scale balsamroot is not detected during the survey, then no further avoidance and minimization measures will be required.*
- *If big-scale balsamroot is found during the survey, the plants will be avoided to the maximum extent practicable during project construction. Environmentally Sensitive Areas (ESAs) will be established by the County or its contractors around sensitive plant occurrences within the Project area to exclude project activities. Temporary exclusionary fencing will be installed to define the limits of the ESA.*
- *If avoidance is not feasible, the plants will be transplanted to a suitable location in the Project area.*
- *If avoidance and transplantation are not feasible, the County will acquire mitigation credits from an established mitigation bank presently supporting the species with suitable*

habitat for such species. Off-site compensatory mitigation credits will be acquired at a minimum acreage ratio of 1:1 (acquired: impacted).

California red-legged frog (CRLF; *Rana draytonii*): Indian Creek and a seasonal pond in the Project area provide marginal breeding habitat for the federal-listed California red-legged frog (CRLF; *Rana draytonii*). A CRLF Site Assessment was conducted to evaluate and identify potential CRLF habitat in and within one mile of the Project area in accordance with the USFWS guidelines (Sycamore Environmental 2017d). CRLF are not expected to occur in the Project area. A Biological Assessment was prepared to support informal section 7 Federal Endangered Species Act consultation with USFWS. In a letter dated 26 June 2017 the USFWS concurred that with the implementation of BIO-2 the proposed project may affect but is not likely to adversely affect CRLF. Implementation of BIO-2 will reduce potential project impacts to less than significant. BIO-4 and BIO-6 also contain measures that will reduce potential impacts to CRLF.

Mitigation Measure BIO-2

- *A Service-approved biologist shall conduct a preconstruction survey for CRLF within 48 hours prior to the onset of vegetation removal in the riparian habitat. If any CRLF are found, construction activities will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work for construction personnel to brief them on how to recognize CRLF, the importance of avoiding impacts to this species, and what to do if they are found. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *All vegetation scheduled for removal in the willow riparian habitat, Indian Creek, Mound Springs Creek, and the seasonal pond will be removed by hand or with hand-held power tools. Mechanized vehicles will not be used to clear the brush.*
- *A qualified biologist will be present during clearing and grubbing activities in the riparian habitat to monitor for CRLF.*
- *ESA fencing will be established along the boundaries of the Project area to prevent encroachment by construction equipment and personnel. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.*
- *If creek diversion is required, the contractor will prepare a creek diversion plan that complies with any applicable permit conditions. A qualified biologist will conduct a survey of the area to be diverted prior to diversion installation. The qualified biologist or qualified site personnel under the oversight of a qualified biologist will be present during installation and removal of the diversion structure and dewatering activities (as it applies to installation and removal of dewatering activities).*
- *Plastic mono-filament netting (erosion control matting) or similar material containing netting shall not be used at the project site because the CRLF or other animals may become*

entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.

- *If CRLF are found at any time during project work, construction will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *To ensure compliance with the project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.*
- *Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.*

Western pond turtle (WPT; *Emys marmorata*): When water is present, WPT could use Mound Springs Creek, Indian Creek, and the seasonal pond as seasonal habitat and movement corridors. WPT were not observed in the Project area during the biological surveys. None of the aquatic features in the Project area provide year-round habitat for WPT due to insufficient water throughout the dry season. Nearby ponds and impoundments along Indian Creek likely hold water for an appropriate duration to provide year-round, breeding habitat for WPT. Adjacent uplands provide potential nesting habitat for WPT. Implementation of BIO-2, BIO-4, and BIO-6 will reduce potential project impact to less than significant.

Migratory Birds and Birds of Prey Discussion: The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA). Black phoebe nests were identified under both bridges. Fish and Game Code Section 3503.5 protects all birds in the orders Falconiformes and Strigiformes (collectively known as birds of prey). Birds of prey include raptors, falcons, and owls. Migratory birds are protected under the federal MBTA of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Implementation of BIO-3 will reduce potential impacts to less than significant.

Mitigation Measure BIO-3

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

Swallows

In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures will be taken to prevent establishment of cliff swallow nests prior to

construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. The following measures will be implemented:

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

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

- If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.
- Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Within the riparian community, vegetation will be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.
- If construction or vegetation removal begins between 15 February and 1 September, a biologist shall conduct a survey for active bird of prey nests and rookeries within 500 ft of the project area and active nests of all other MBTA-protected birds within 100 ft of the project area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.
- No Active Nests Found:
- If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary unless one is subsequently found during construction, in which case the applicable measure below will be implemented.

Active Nests Found:

- If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities, or an injured or killed bird is found, immediately:
 1. Stop all work within a 100-foot radius of the discovery.
 2. Notify the Engineer.
 3. Do not resume work within the specified radius of the discovery until authorized.
 4. If the bird is injured or dead, determine the cause, if possible, and measures taken to prevent the same result in the future.
- The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey or is a rookery, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.

Species Protection Areas

Identification	Location
<i>Bird of Prey or Rookery</i>	<i>500 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 1. *Do not enter the ESA unless authorized*
 2. *If the ESA is breached, immediately:*
 - a. *Secure the area and stop all operations within 100 feet of the ESA boundary.*
 - b. *Notify the Engineer.*
 3. *If the ESA is damaged, the County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.*
- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*
- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

White-Tailed Kite Discussion (*Elanus leucurus*): Trees in the project area provide potential nesting habitat for white-tailed kite. White-tailed kites were not observed during the biological surveys in the Project area. Implementation of BIO-3 will reduce potential impacts to less than significant.

- b) ***Potentially Significant Unless Mitigation Incorporated.*** Indian Creek, Mound Springs, seasonal wetland, willow riparian, and interior live oak woodland are considered sensitive natural communities in the Project area and are listed in Table 5. Impacts to Indian Creek, Mound Springs, the seasonal pond, and seasonal wetlands are discussed under Item c below.

Willow Riparian: Willow riparian occurs along Indian Creek, Mound Springs Creek, and the seasonal pond in the Project area. There are approximately 31 native trees with a single main trunk of at least 4 inches diameter at breast height (dbh) that occur in or adjacent to the Project area within the willow riparian community. Willow riparian in the Project area is part of the stream zone protected by Fish and Game Code Section 1600. Willow riparian is considered a highly imperiled natural community (G3S3) by CDFW. The Project will remove an estimated 7 trees in the willow riparian community. Table 6 summarizes native trees in the Project area and the number to be removed. The final tree removal determination will be made by the County.

Table 6. Estimated Native Tree Impacts in the Project Area

Tree Species		Total No. of Trees in Project Area	No. of Trees in Willow Riparian	No. of Trees to be Removed in Willow Riparian	Total No. of Trees to be Removed
Common Name	Scientific Name				
Incense cedar	<i>Calocedrus decurrens</i>	4	0	0	0
Ponderosa pine	<i>Pinus ponderosa</i>	2	0	0	0
Blue oak	<i>Quercus douglasii</i>	9	0	0	0
Black oak	<i>Quercus kelloggii</i>	3	0	0	0
Valley oak	<i>Quercus lobata</i>	12	2	0	1
Interior live oak	<i>Quercus wislizeni</i>	35	6	1	3
Red willow	<i>Salix laevigata</i>	24	23	6	6
Total:		89	31	7	10

Implementation of BIO-4 will reduce potential impacts to willow riparian habitat in the Project area.

Mitigation Measure BIO-4

- *Tree removal will be minimized to the extent possible.*
- *Environmentally sensitive area (ESA) fencing will be placed along the limits of construction in the Project area to exclude construction activities from avoided habitat. The ESA fencing will be in place prior to commencement of construction.*
- *Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond, the fencing.*
- *No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *Temporarily impacted areas will be revegetated and reseeded in accordance with the Appendix F (Revegetation Planting and Erosion Control Specifications) of the Project NES.*

Interior Live Oak Woodland: A total of 0.209 ac of interior live oak woodland occur in the Project area. Project utility relocations could result in temporarily ground disturbance to

approximately 0.209 ac of interior live oak woodland. The Project is not expected to remove any native oak trees from the interior live oak woodland in the Project area. The Project will not result in permanent impacts to interior live oak woodland. Project impacts to interior live oak woodland are less than significant. The revegetation component of BIO-4 would further limit temporary impacts.

Native Oak Trees: There are 59 native oaks in or adjacent to the Project area with a single main trunk of at least 4 inches dbh. The Project will remove an estimated four (4) native oak trees. The removal of an estimated 4 native oak trees ranging in size from the willow riparian corridor and California annual grassland community's will not significantly alter the existing viewshed or overall visual setting of the Project site or vicinity. The Project will have no permanent impacts to oak woodland.

Mitigation requirements for impacts to oak resources are defined in the 2017 El Dorado County Oak Resources Management Plan (ORMP, El Dorado County 2017c). In 2017, the County adopted the ORMP to define mitigation requirements for impacts to oak resources and to outline the County's strategy for oak woodland conservation. The ORMP functions as the oak resources component of the County's biological resources mitigation program identified in General Plan Policy 7.4.2.8 (El Dorado County 2004b). Under the ORMP, certain actions are exempt from mitigation requirements, including "County Road Projects: Road widening and alignment projects necessary to increase capacity, protect public health, and improve safe movement of people and goods in existing public rights-of-way, as well as acquired right-of-way necessary to complete the project, where the new alignment is dependent on the existing alignment are exempt from the mitigation requirements included in the ORMP." (El Dorado County 2017c).

Per Section 130.39.050 (Exemptions and Mitigation Reductions) of the ORMP implementing ordinance No. 5061, the various exemptions from mitigation requirements, including County Road Projects, do not apply to heritage trees, individual valley oak trees not in an oak woodland, and valley oak woodland (El Dorado County 2017b). All impacts to Heritage Trees, individual valley oak trees, and valley oak woodlands shall be subject to the provisions and mitigation requirements contained in the ORMP, regardless of whether or not the action requires a development permit.

The Project will remove an estimated four (4) native oak trees. Oaks to be removed include two (2) interior live oaks and one (1) valley oak located in the California Annual Grassland community and one (1) interior live oak located in the willow riparian corridor. No valley oak woodland occurs in the Project area. The valley oak to be removed is 12.5 inches diameter at breast height (DBH) and is not a heritage tree.

In accordance with the ORMP, the Project must mitigate for the one valley oak tree removed by the project. No mitigation is required for the three remaining oak trees as they are exempt from the requirement to mitigate per ORMP implementing ordinance No. 5061, Section 130.39.050 (El Dorado County 2017b), and the removal of the three trees will not have a significant impact on the oak woodland.

The ORMP provides three options to mitigate impacts to individual native oak tree/ heritage trees:

- In-lieu fee payment for individual oak tree removal
- Replacement planting on-site within an area subject to a Deed Restriction or Conservation Easement
- Replacement planting off-site within an area subject to a Conservation Easement or acquisition in fee title

Implementation of BIO-5 will address Project impacts to the one, 12.5 inch DBH valley oak tree and includes obtaining an Oak Tree and Oak Woodland Removal Permit (which requires submittal of an Oak Resource Technical Report) and payment of the individual oak tree in-lieu fee in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070.C.2.a. Per Table 6 of the ORMP the individual native oak tree mitigation fee is \$153.00 per inch of DBH. Implementation of BIO-5 will reduce project impact to oak resources to less than significant.

Mitigation Measure BIO-5

- *Prior to construction the County will obtain an Oak Tree Removal Permit in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070. In accordance with ORMP implementing ordinance No. 5061, Sections 130.39.070(D) and (E) the Oak Tree Removal Permit application will be accompanied by an Oak Resources Technical Report and Code Compliance Certificate. The Oak Resources Technical Report must include all pertinent information, documents and recommended mitigation as specified in the ORMP. A Code Compliance Certificate will be submitted verifying that no Oak Resources have been impacted (in the Project area) within two years prior to application submittal.*
- *The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that removed by the Project. The individual oak tree in-lieu fee will be in accordance with Table 6 in section 3.2 (Oak Trees) of the September 2017, ORMP.*

c) ***Potentially Significant Unless Mitigation Incorporated.*** The Project has been designed to minimize impacts to potential waters of the U.S. including wetlands as defined by Section 404 of the Clean Water Act including Indian Creek, Mound Springs Creek, seasonal wetlands, and a seasonal pond. Approximate project impacts to potential waters of the U.S. are listed in Table 5. The Project avoids both temporary and permanent impacts to the seasonal pond.

Indian Creek: Indian Creek in the Project area is an intermittent channel that flows northwest under the Green Valley Road Bridge. Indian Creek in the Project area has an average width of 23 feet. Approximately 0.067 acre of Indian Creek occur in the Project area. The Project will result in 0.056 acre of temporary impacts to Indian Creek as a result of construction and placement of a temporary diversion, placement of falsework, demolition of the existing bridge and abutments, and construction of the new abutments. The Project is not anticipated to have permanent impacts to Indian Creek below the ordinary high water mark. The proposed simple span concrete bridge is wider and longer than the existing bridge. The bridge abutments will be further back from the low flow channel. RSP may be placed in front of the abutments of the bridge over Indian Creek, but is not anticipated to be placed below the ordinary high water mark. Implementation of measure BIO-6 and the revegetation component of BIO-4 will reduce potential impact to less than significant.

Mitigation Measure BIO-6

- *During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of Indian Creek and/or Mound Springs Creek.*
- *In-water construction activities will be restricted to the period between 15 April and 15 October, subject to the Streambed Alteration Agreement, or before the onset of the rainy season, whichever occurs first. The onset of the rainy season is defined as arrival of a frontal system that deposits 0.25 inch or more of precipitation during one event in the area.*
- *If water diversion in Indian Creek and/or Mound Springs Creek becomes necessary, it will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; August 2004b) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.*

Mound Springs Creek: Mound Springs Creek in the Project area has an average width of 10 feet. Approximately 0.069 acre and 290 linear feet of Mound Springs Creek occur in the Project area. The Project will result in 0.055 acre of temporary impacts to Mound Springs Creek as a result of construction and placement of a temporary diversion, placement of falsework, demolition of the existing bridge and abutments, construction of the new abutments, and regrading of the creek banks. The proposed simple span concrete bridge is wider and longer than the existing bridge. The bridge abutments will be further back from the low flow channel. Mound Springs Creek crosses under the road on a skew. Rock slope protection (RSP) is needed to prevent erosion and scour at the abutments and wingwalls. The placement of RSP to protect the new abutments will result in 0.014 acre (approximately 80 linear feet) of permanent impacts to Mound Springs Creek. Implementation of measure BIO-6 and the revegetation component of BIO-4 will reduce potential impact to less than significant.

Seasonal Wetlands: Two seasonal wetlands occur in the Project area and have a combined acreage of approximately 0.184 acre. SW 1 occurs north of the bridge over Indian Creek, in a horse pasture. SW 2 occurs between Green Valley Road and the northwest bank of the Seasonal Pond. The Project will result in 0.040 acre of temporary impacts and 0.002 acre of permanent impacts to SW1 and 0.027 acre of temporary impact to SW2 as a result of roadside grading. No permanent impacts to SW 2 are anticipated. Permanent impacts to 0.002 acre (± 87 square feet) will not result in a substantial adverse effect on federally protected wetlands. Under its Clean Water Act authority the Army Corps of Engineers may require compensatory mitigation as a condition of a Nationwide Permit verification. The Corps does not automatically require mitigation for impacts under 0.10 acre. The Regional Water Quality Control Board may require compensatory mitigation under its federal Clean Water Act or state Porter-Cologne Water Quality Control Act authority. These requirements would be separate from and independent of the County CEQA finding. The County will adhere to and implement all applicable Clean Water Act permit conditions. Implementation of BIO 7 and the revegetation component of BIO-4 will reduce potential impact to less than significant.

Mitigation Measure BIO-7

- *ESA fencing will be placed between the limits of construction and the seasonal wetlands to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
 - *If compensatory mitigation is required by the Corps, County would purchase mitigation credits at a Corps-approved mitigation bank or contribute to a Corps-approved in-lieu mitigation fee.*
- d) **Less Than Significant Impact.** The parcels north of Green Valley Road in the Project area are located within a County-designated Important Biological Corridor (IBC, El Dorado County 2004b). Construction of the project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Daytime construction activities will result in minimal disruption of nocturnal wildlife movement. If nighttime construction activities would alleviate traffic congestion and safety hazards it would comply with the noise standards for construction activities in General Plan Policy 6.5.1.11. The low-density rural development in the area provides ample space for wildlife to easily avoid the construction site. Although construction disturbance may temporarily hinder wildlife movements within the project area, the impact is less than significant due to its short-term nature. The Project proposes to replace the existing bridges and would not significantly affect vegetation corridors designated by the IBC or conflict with the intent of the IBC overlay.
- e) **No Impact.** See interior live oak woodland and native oak tree discussion under item b above and IBC discussion under item d. Tree removal will be minimized to the maximum extent possible. The final tree removal determination will be made by the County. The Project does not conflict with any local policies or ordinances protecting biological resources.
- f) **No Impact.** The Project is not located in an area covered by a habitat or natural community conservation plan. In 2017, the County adopted updated biological resources policies and implementation measures within the General Plan and the ORMP. The project does not conflict the mitigation requirements of the ORMP.

4.2.5 Cultural Resources

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

d) Disturb any human remains, including those interred outside of formal cemeteries?

Environmental Setting

The following cultural resource documents were prepared for the proposed Project:

- Archaeological Survey Report (ASR) prepared by Tremaine & Associates, Inc. (Tremaine). The ASR included a records search and literature review, an intensive pedestrian survey, and consultation with the Native American community and local preservation societies.
- Historic Resource Evaluation Report (HRER) prepared by Mead & Hunt. The HRER documents the identification and evaluation efforts for built environment resources that are 50 years or older within the APE and evaluate eligibility for listing in the National Register of Historic Places (National Register) and in the California Register of Historical Resources (California Register).
- Extended Phase I Archeological Report (XPI): Tremaine conducted the XPI study to establish the presence/absence of a subsurface archaeological deposit within the Project area.

To qualify for listing in the California Register and to be considered a historical resource for the purposes of CEQA, a resource must meet one or more of the criteria set forth in PRC 5024.1 and the California Code of Regulations (CCR Title 14, Chapter 11.5, § 4850 et seq). Criteria include:

- **Criteria 1:** Association with events that have made a significant contribution to broad patterns of local or regional history;
- **Criteria 2:** Association with the lives of persons important to local, California, or national history;
- **Criteria 3:** Embodies the distinctive characteristics of a type, period, or region, has high artistic value, or is the work of master;
- **Criteria 4:** Has potential to yield information important to prehistory or history

The criteria for the National Register are nearly identical to the California Register. If Project construction were to cause a substantial adverse change in the significance of an archaeological resource eligible for listing on the National or State Register then the Project would be considered to have a significant effect on the environment.

Potential Environmental Effects

- a) **No Impact.** The HRER identified and evaluated five resources within the project area requiring evaluation under CEQA: two bridges, two trail segments, and an abandoned segment of Green Valley Road (Mead & Hunt 2016). Only the two bridges and abandoned segment of Green Valley Road required evaluation for the National Register. Each resource was evaluated for the California Register under Criteria 1, 2, 3, and 4 and determined to be not eligible for inclusion on the California Register. The resources were also evaluated collectively for a possible historic district under the California Register criteria. The built environment resources, including the two bridges, discussed in this section are not archeological resources. Archeological resources are discussed under item b below. Collectively the resources do not possess adequate significance nor retain the physical integrity necessary to represent a cohesive collection that made important contributions

to the history of El Dorado County or the region. The HRER also concluded that the five resources are not eligible for listing on the National Register.

- b) ***Potentially Significant Unless Mitigation Incorporated.*** During a pedestrian archaeological survey in September 2016, a possible archeological resource was observed in a small portion of the Project area. Based on these results, Caltrans required an XPI to establish the presence/absence of subsurface archaeological resources in the Project area. In December 2017, an XPI was conducted within an expanded Project area; additional possible archeological resources were observed. Four geoprobe bores and three shovel test pits were dug in the area. The XPI confirmed the shallow soil profile and the depth to bedrock. Based on the XPI results, the project limits were changed. The utility relocation planned for the area will now be installed within the fill for the new road prism.

The area where the archaeological resources were observed has been affected by prior grading and road construction along with subsurface utility installation; other impacts may have occurred from other land uses outside the Project area. The depth from ground surface to bedrock in the area where resources were found varies from one to two feet. It is unlikely that the possible archeological resources observed in the Project area satisfy criteria 1, 2, or 3. With the existing level of disturbance and the thin soil profile above bedrock, it does not appear that the potential archaeological resources meet criteria 4 (potential to yield information important to prehistory or history).

Nonetheless, even if the County assumes that the potential archeological resources meet criteria 4, implementation of mitigation measure CULT-1 will reduce potential project impact to less than significant.

Measure CULT-1

- *Prior to the initiation of construction the County will prepare and implement a Phase II Work Plan and Study (Phase II). Phase II includes a set of study goals and links the anticipated field and laboratory work to those goals. The Phase II findings provide the basis for determining whether a site is eligible for inclusion in the National Register of Historic Places (National Register) or is a historical resource under CEQA. The Phase II includes a phased approach of testing and data recovery excavations. Following the completion of testing and data recovery excavations, a technical report will be sent to the County. Technical report content, organization, and illustrative materials will conform to professional standards and follow the format specified in the Caltrans Environmental Handbook, Volume 2, Cultural Resources. All final cultural resources data will be submitted electronically to the County, and ultimately to Caltrans for entry into the Caltrans Cultural Resources Database, including Department of Parks and Recreation site forms and relevant GIS data. The technical report will also be sent to consulting tribes that have requested copies.*
- *If the Phase II Study confirms that the site is not eligible for listing on the California or National Registers, no further mitigation would be needed.*
- *Caltrans may decide the site should be assumed eligible for “the purposes of the project.” This happens when there are circumstances, such as restricted access, large property size, or limited potential for effects that preclude a complete evaluation. If Caltrans makes this determination the measures below will be implemented.*

- *In accordance with the January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California a Native American and archeological monitor will be present during ground disturbing activities (i.e. grading and excavation).*
 - *The County will prepare and implement a Post-Review Discovery and Monitoring Plan. The Discovery and Monitoring Plan is prepared to address the potential for discovery of cultural resources during construction. The Discovery and Monitoring Plan serves to outline the process that will be implemented by the County in order to resolve adverse effects to resources which may be encountered during construction activities. Post-Review Discovery and Monitoring Plan report content, organization, and illustrative materials will conform to professional standards and follow the format specified in the Caltrans Environmental Handbook, Volume 2, Cultural Resources and the January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California.*
- c) **No Impact.** Paleontological resources in County are associated with limestone cave deposits, occurrences of the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004a). Because these resources do not occur in the project area, no impact will occur. The site does not contain any other unique geologic features.
- d) **Less Than Significant Impact.** The Project ASR documents that no known cemeteries or burials occur within the project study area. Should human remains be discovered during the excavation portion of the Project, the project description includes contract provisions that will require notification of Transportation and compliance with California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.9 et seq, and 5097.5 et seq.

4.2.6 Tribal Cultural Resources

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. Tribal Cultural Resources:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Environmental Setting

On June 22, 2016, the County sent out invitations to consult under AB52 to seven tribes who had previously requested notification regarding County Transportation projects and/or were on a contact list provided by the Native American Heritage Commission. The Shingle Springs Rancheria and United Auburn Indian Community (UAIC) requested consultation. No other responses were received within 30 days pursuant to PRC 21080.3.1(d).

The UAIC contacted the County's cultural consultant by email on October 17, 2016, indicating that Indian Creek is considered a Traditional Cultural Property (TCP) by the UAIC. The UAIC offered to conduct a record search of tribal literature for a fee of \$500. The cost was to compensate the tribe for their time searching their records and literature files. The UAIC further recommended a Native American monitor be on site during ground disturbing activities. The Hon. Gene Whitehouse of the UAIC responded by letter on November 18, 2016, noting that the UAIC preservation committee had identified cultural resources in and around the project area.

The County, in response to UAIC's offer of services emailed Mr. Guerrero on December 16, 2016 explaining that there was no federal or state mandated reimbursement for consultations. Instead, the County requested the Tribe provide the information needed to evaluate the resource for eligibility for listing on the National Register of Historic Places. Minimally, the information requested included specific locational information, a detailed description of the resource, and the time frame for past use of the resource. Mr. Guerrero, responded that same day, December 16, 2016, indicating that the Tribe was not obligated to release confidential information as it relates to the location, character, and significance of a resource.

On January 3, 2017 the Cultural Branch Chief for Caltrans North Region, District 3, responded to UAIC's email of December 16, 2016 making the following points: First, Caltrans reiterated that it does not pay for consultation, including the release of cultural resource information related to a specific project and that there is no requirement in Section 106 or CEQA that requires payment for consultation. Secondly, Caltrans understands the Tribe's right to disclose information at their own discretion as well as Caltrans' obligation to safeguard the confidentiality of any information shared. Nevertheless, the Project proponent, the County, cannot take into consideration resources that are not revealed through good faith and reasonable consultation.

Sycamore Environmental Consultants, on December 13, 2016, made an independent request, asking the UAIC to provide the ethnographic information so it could summarize it in the cultural resources report and assist the County with development of appropriate CEQA mitigation measures. No information was provided.

A tribal site visit was initially arranged for September 9, 2016. Both UAIC and Shingle Springs Rancheria had accepted invitations. Neither party, however, was able to attend due to last minute scheduling issues.

The visit was rescheduled for January 9, 2017. The Shingle Springs Rancheria attended this meeting. The UAIC did not attend. No documentation regarding tribal cultural resources was identified or received at the meeting that would facilitate an eligibility determination pursuant to PRC Section 21074, 5020.1(k) or 5024.1.

As described in the cultural resources section above, an Extended Phase I Study was conducted for the Project. The Phase I effort was coordinated with the Shingle Springs Band of Miwok Indians (SSBMI). Prior to the Phase I field effort the County coordinated with the SSBMI regarding the proposed process. A monitor from SSBMI was present during some or all of the Phase I excavations. The County further coordinated with the SSBMI during the Phase I work and also provided a summary of the results.

Potential Environmental Effects

- a) **Less Than Significant Impact (applies to items i and ii).** Despite numerous requests, no documentation regarding tribal cultural resources was identified or received that would facilitate an eligibility determination pursuant to PRC Section 21074, 5020.1(k), or 5024.1. No archaeological resources were identified that are eligible for listing on the National Register of Historic Places. Impacts to tribal cultural resources are less than significant.

4.2.7 Geology and Soils

VII. GEOLOGY AND SOILS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

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

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

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

Fault Systems: Earthquakes are associated with the fault systems in a particular area. The distribution of known faults in the County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. On 10 June 2016 the California Geological Survey published two new Alquist-Priolo Earthquake Fault Zones in the Tahoe area for the Emerald Bay Quadrangle and Echo Lake USGS quadrangles.

Fault systems mapped in the western parts of the County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust.

No active faults have been identified in the western portion of El Dorado County. One western El Dorado County fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault; therefore, it represents the only potentially active fault in western El Dorado County.

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

Mapped soil units in the Project area include Auburn Silt Loam, 2 to 30% slopes, Auburn Very Rocky Silt Loam, 2 to 30% slopes, Auburn Very Rocky Silt Loam, 30 to 50% slopes, Mixed Alluvial Land, and Placer Diggings.

Potential Environmental Effects

- a) ***a-i) No Impact.*** No active faults have been identified in the western portion of the County. On 10 June 2016 the California Geological Survey published two new Alquist-Priolo Earthquake Fault Zones in the Tahoe area for the Emerald Bay Quadrangle and Echo Lake USGS quadrangles. The

Project is located in western El Dorado County and will not rupture a fault mapped on the most recent Alquist-Priolo Earthquake Fault Zoning Map. No impacts are anticipated.

a-ii) No Impact. The Project is not in a seismic hazard zone (California Department of Conservation 2017b). No impacts are anticipated.

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

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

- b) **Less Than Significant Impact.** Measure BIO-6 requires implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff BMPs. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.
- c) **No Impact.** The project area is underlain by decomposed metamorphic bedrock at a depth of approximately 4-5 ft. Soils on site are not susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. No impacts are anticipated from unstable soil.
- d) **Less Than Significant Impact.** Expansive soils that may swell enough to cause problems with paved surfaces are generally clays falling into the AASHTO A-6 or A-7 groups, or classified as CH, MH, or OH by the Unified Soil Classification System (USCS), and with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual (2012) defines expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2012).

AASHTO group classification is a system that classifies soils specifically for geotechnical engineering purposes that are related to highway and airfield construction. It is based on particle-size distribution and Atterberg limits, such as liquid limit and plasticity index.

AASHTO and USCS classification for the soils in the Project area are listed in Table 7 (NRCS 2017). The NRCS Web Soil Survey indicates the maximum plasticity index of soils in the Project area is 7.5 (NRCS 2017). Soils in the Project area have a low expansion potential based on the Caltrans definition.

Table 7. AASHTO and USCS soil classes for Project area

Soil Unit In Project Area	Classification	
	AASHTO	USDS

Auburn silt loam, 2 to 30 percent slopes; Auburn very rocky silt loam, 2 to 30 percent slopes; and Auburn very rocky silt loam, 30 to 50 percent slopes	A-4	CL-ML (CL - inorganic clays of low to medium plasticity, gravelly clays, sandy clays, and leans clays, ML-inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity)
Mixed alluvial land	A-4	SC-SM (SC-Clayey sands, sand-clay mixtures, Plastic fines and SM-Silty sands, sand-silt mixtures. Non-plastic fines or fines with low plasticity)
Placer diggings	A-1	GP (Poorly graded gravels, gravel-sand mixtures, little to no fines)

The Project is being designed in accordance with the special engineering or construction considerations outlined in Chapter 610 "Engineering Considerations" of the Highway Design Manual, California Transportation Department. Because the project is being designed in accordance with the Caltrans Highway Design Manual and will consider and address expansive soils, impacts are considered less than significant.

- e) **No Impact.** The proposed Project is a surface transportation project. Septic tanks and alternative wastewater disposal systems are not part of the Project.

4.2.8 Greenhouse Gas Emissions

VIII. GREENHOUSE GAS EMISSIONS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of Green

Valley Road and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

The El Dorado County AQMD has not adopted GHG emissions significance thresholds for development projects. On October 13, 2016, the Placer County Air Pollution Control District (Placer APCD) Board of Directors adopted the Review of Land Use Projects under CEQA Policy (Policy). The Policy establishes the thresholds of significance for criteria pollutants as well as greenhouse gases and the review principles which serve as guidelines for the Placer APCD staff when the Placer APCD acts as a commenting agency to review and comment on the environmental documents prepared by the lead agencies. In developing the thresholds, the Placer APCD took into account health-based air quality standards and the strategies to attain air quality standards, historical CEQA project review data in Placer County, statewide regulations to achieve emission reduction targets for GHG, and the special geographic and land use features in Placer County.

The Placer APCD approach to developing significance thresholds for GHG emissions is to identify the emissions level for which a project would be expected to substantially contribute a mass amount of emissions and would conflict with existing statewide GHG emission reduction goal adopted by California legislation. The Placer APCD has developed a 3-step process for determining significance which includes 1) a bright-line threshold, 2) a De Minimis level, and 3) an efficiency matrix for projects that fall between the Bright-line and the De Minimis level. The Placer APCD District also proposes using the bright-line threshold of 10,000 MT CO₂e/yr for determining the level of significance for the land use construction phase of a Project. The State of California set the goal to reduce GHG emissions without limiting population and economic growth. The Placer APCD concept is to look for a reasonable threshold which would capture larger-scale projects with significant GHG emission contributions which should implement mitigation.

Given there are no locally adopted GHG emissions significance thresholds, the Placer APCD thresholds are being used here. Placer APCD GHG Emissions Significance Thresholds are listed in Table 8.

Table 8. Placer APCD 2016 Approved GHG Emissions Significance Thresholds.

Greenhouse Gas Thresholds			
Bright line threshold 10,000 Metric Tons (MT) CO ₂ e/yr			
Efficiency Matrix			
Residential		Non-Residential	
Urban	Rural	Urban	Rural
(MT CO ₂ e/capita)		(MT/CO ₂ e/1,000 sf)	
4.5	5.5	26.5	27.3
De Minimis Level 1,110 (MT) CO₂e/yr			

Potential Environmental Effects

- a) **Less Than Significant Impact.** The proposed Project does not increase the capacity of Green Valley Road and would not increase operational GHG levels. Construction of the proposed Project

would generate short-term emissions of greenhouse gases. The Sacramento Metropolitan Air Quality Management District (SMAQMD's) *Roadway Construction Emissions Model Version 8.1.0* was used to estimate Project CO₂e (carbon dioxide equivalent) emissions. Based on the Roadway Construction Emissions Model Project construction is estimated to produce approximately 1,330.83 MT CO₂e during the 18 month (1.5 yr) construction period. The modeled Project GHG emissions are well below the bright line threshold of 10,000 (MT) CO₂e/yr threshold in Table 8. Project impacts area less than significant.

- b) **Less Than Significant Impact.** The Project is identified and evaluated in the 2016 MTP/SCS as project ELD19335 and ELD19353 (SACOG 2016). The 2016 MTP/SCS is the applicable GHG emissions reduction plan for the Project. The Project will not conflict with the applicable GHG reduction plan as it was included in the 2016 MTP/SCS analysis.

4.2.9 Hazards and Hazardous Materials

IX. HAZARDS AND HAZARDOUS MATERIALS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The “Cortese” list) was conducted as part of the Project scoping process. No listed hazardous materials or waste sites were reported within or near the project site.

Potential Environmental Effects

- a) **Less Than Significant Impact.** Small amounts of hazardous materials would be transported and used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing, and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling, transport, and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) **Less Than Significant Impact.** See response to item a above.
- c) **No Impact.** The closest school is the Indian Creek Elementary School located at 6701 Green Valley Rd., approximately 0.55 mile east of the Project. As noted above, the Project would involve the short- term handling of hazardous materials during construction. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.
- d) **No Impact.** No listed hazardous materials or waste sites occur within or near the project site.
- e) **No Impact.** The Project is not located within two miles of a public airport or public use airport and no private air strips occur in close proximity to the Project.
- f) **No Impact.** See response of item e) above.
- g) **Less Than Significant Impact.** The Project will adopt 2-stage construction so that Green Valley Road can remain open for all but short duration closures during construction. The plan is to maintain two-lane traffic throughout construction with minimal periods of one-lane traffic control. The County will prepare a traffic control plan in conjunction with the engineering plans. The Project will not require a long term detour (Note: temporary closures of side streets, including Stagecoach over a weekend, etc. may be needed). Project construction activities would be coordinated with local law enforcement and emergency services providers.
- h) **Less Than Significant Impact.** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury, or death involving wildland fires. The use of one controlled lane for both directions of traffic during the 2-stage construction process could potentially result in a minor increase in risk from wildland fires. The construction contract will require that construction activities would be coordinated with local law enforcement and emergency services providers. Project impacts are less than significant and no mitigation is needed.

4.2.10 Hydrology and Water Quality

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The Project is located in the in the South Fork American Hydrologic Unit (hydrologic unit code 18020129). The American River has been extensively dammed and diverted for hydroelectricity production as part of the Sacramento Municipal Utility District’s (SMUD) Upper American River Project.

Mound Springs Creek and Indian Creek are not 303(d) listed water bodies per the Final California 2010 Integrated Report (303(d) List/305(b) Report) (SWRCB 2017).

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Measures BIO-4 and BIO-6 contain actions that reduce potential impacts to water quality as well as biological resources. Water quality objectives will be met through adherence to BIO-4 and BIO-6, other construction provisions, precautions, and stipulations as described in the National Pollution Discharge Elimination System (NPDES) permit, Section 404 CWA permit, Section 401 CWA Water Quality Certification, and 1602 Streambed Alteration Agreement.

Coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ) will be obtained. The County will require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities.

Implementation of the revegetation measures and water quality BMPs in BIO-4 and BIO-6 as well as adherence to Project permit requirements will ensure long-term soil stabilization and protect of water quality during construction.

- b) **No Impact.** The Project would not involve any withdrawals from an aquifer or groundwater table.
- c) **Less Than Significant Impact.** The Project is the replacement of two existing bridge structures and will not alter the course of either Mound Springs Creek or Indian Creek and will not substantially change rate or amount of surface runoff present.
- d) **Less Than Significant Impact.** See response to item c) above.
- e) **Less Than Significant Impact.** The Project would not provide additional sources of runoff compared with the existing bridges. The minor increase of impervious surface area resulting from construction of the approaches is not expected to contribute to a substantial increase in water runoff from the site.
- f) **No Impact.** No additional impacts other than those discussed above are anticipated.
- g) **No Impact.** The Project is a roadway improvement project, and no housing development is associated with the Project.
- h) **Less Than Significant.** According to the FEMA/FIRM community panel (06017C0750E) for the County the Project site is in Zone X (area of minimal flood hazard). Bridge soffit heights will be 2 feet above and water surface elevations of both creeks will pass both the 50-year and 100-year flood to comply with AASHTO freeboard requirements.
- i) **No Impact.** The Project will not expose people to higher levels of risk involving flooding. General Plan Policy 6.4.2.2 protects the life and property of County residents below dams by not allowing new critical or high occupancy structures (e.g., schools, hospitals) to be located within the inundation area resulting from failure of dams. The bridges are not a critical or high occupancy structures.
- j) **No Impact.** The Project is not in an area subject to seiche or tsunامي.

4.2.11 Land Use and Planning

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

Environmental Setting

The 2004 County General Plan is the relevant land use plan for the project area. The General Plan designation of the parcels in the Project area is Low-Density Residential (LDR) with a Residential Estate 5-acre minimum (RE-5) and Transportation Corridor (TC) zoning designation (El Dorado County 2004b).

Potential Environmental Effects

- a) **No Impact.** The Project is the replacement of two bridges and would not physically divide an established community.
- b) **No Impact.** The Project would not conflict with the goals, objectives, or policies intended to mitigate environmental impacts adopted in the 2004 County General Plan. The County’s 2017 Adopted Capital Improvement Program identifies the replacement of both bridges as needed improvements (project numbers # 77127 [Indian Creek] and project # 77136 [Mound Springs Creek]) (El Dorado County 2017).
- c) **No Impact.** The Project does not occur in an area covered by a habitat or natural community conservation plan.

4.2.12 Mineral Resources

XII. MINERAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

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

Potential Environmental Effects

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

4.2.13 Noise

XIII. NOISE—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

- a) 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 ground-borne vibration or ground-borne 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 or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Environmental Setting

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

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

General Plan Table 6-1 is reproduced as Table 9 below.

Table 9. Maximum Allowable Noise Exposure for Transportation Noise Sources (General Plan Table 6-1).

TABLE 6-1 MAXIMUM ALLOWABLE NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES			
Land Use	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60 ³	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

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

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

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

Policy 6.5.1.12 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

- A. Where existing or projected future traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant;
- B. Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and
- C. Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise will be considered significant.

County General Plan Policy 6.5.1.11 and ordinance code section 130.37.020 outline standards for daytime construction and will apply to construction-related noise associated with the Project. General Plan Policy 6.5.1.11 and ordinance code section 130.37.020 note that night time construction activities are allowed if it can be shown that nighttime construction activities would alleviate traffic congestion and safety hazards. The significance of noise impacts associated with operation of transportation facilities is normally measured using General Plan Policy 6.5.1.12, which takes into account the existing (ambient) noise environment. Because the Project is not capacity increasing and would not result in an increase of the number of vehicles passing through the roadway corridor, the ambient condition is not expected to change as a result of the Project. The Project is not located in a general plan designated community or rural center

Potential Environmental Effects

- a) ***(Construction Noise) Less Than Significant Impact.*** Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar

factors. These increases would be temporary. Daytime construction would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11 and ordinance code section 130.37.020, and any nighttime work would be allowed only if nighttime construction activities would alleviate traffic congestion and safety hazards (ordinance code section 130.37.020.C). Given that the Project contractor would adhere to applicable County construction-related noise standards, this impact is considered less than significant.

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

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

4.2.14 Population and Housing

XIV. POPULATION AND HOUSING—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Environmental Setting

The Project is the replacement of two bridges and will not increase the capacity of the Green Valley Road.

Potential Environmental Effects

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

4.2.15 Public Services

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

Environmental Setting

The El Dorado County Sheriff provides general public safety and law enforcement services. The Diamond Springs-El Dorado Fire Protection District provides fire protection and emergency services. The County maintains public facilities including the project area roadways.

Potential Environmental Effects

- a) ***No Impact.*** The Project would not increase human presence in the area. No new or physically altered governmental facilities would be needed.

4.2.16 Recreation

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

Environmental Setting

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

Potential Environmental Effects

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

4.2.17 Transportation/Traffic

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Green Valley Road is classified as an off State Highway System, minor arterial road in the County. The proposed Project would not increase the capacity of Green Valley Road. Green Valley Road in the Project vicinity had an approximate ADT of 4,699 in 2016 (El Dorado County 2017d). The term off-system refers to the fact that Green Valley Road is not part of the State Highway System (on-system).

Potential Environmental Effects

- a) ***No Impact.*** The Project would not change the amount of traffic on Green Valley Road because it is not a new development or growth inducing project. The number of through lanes on Green Valley Road would remain the same. The Project will not require a long term detour (Note: temporary closures of side streets, including Stagecoach over a weekend, etc. may be needed). The Project will adopt 2-staged construction so that Green Valley Road can remain open for all but short duration closures during construction. Project construction activities would be coordinated with local law enforcement and emergency services providers.
- b) ***No Impact.*** The bridge replacements would not change the amount of traffic on Green Valley Road.
- c) ***No Impact.*** The Project would not result in a change in air traffic patterns.
- d) ***No Impact.*** The purpose of the Project is to replace the existing Indian Creek and Mound Springs Creek bridges along Green Valley Road. Project objectives include improving roadway safety and compliance with AASHTO guidelines and County standards.

To enhance safety, the County proposes to improve the roadway approximately 700 feet southwest of the Indian Creek Bridge, the 1,050 feet between the two bridges, and 700 feet northeast of the Mound Springs Creek Bridge. The roadway will be widened to a pavement width of approximately 43 feet. The roadway and bridges will have the same lane and striping configuration. Road widening will primarily take place on the northwest side of the existing road within the County right-of-way. Minor widening will take place east of Mortara Circle on the south side of the road, requiring a small right-of-way acquisition. At Stagecoach Road, improvements will conform to existing near the intersection. It is anticipated that landscaping will be left in place as much as possible.

To correct the substandard geometrics, the profile of Green Valley Road must be raised at each bridge to achieve acceptable vertical and horizontal curve lengths and associated site distances and to meet a 50-mph design speed requirement. The existing road surface at the Indian Creek Bridge will be raised approximately 1 foot higher than the existing condition. The existing road surface at the Mound Springs Bridge will be raised approximately 3 feet higher than the existing condition.

- e) ***Less than Significant.*** The Project will adopt 2-stage construction so that Green Valley Road can remain open for all but short duration closures during construction. The plan is to maintain two-lane traffic throughout construction with minimal periods of one-lane traffic control. The County will prepare a traffic control plan in conjunction with the engineering plans. The Project will not require a long term detour (Note: temporary closures of side streets, including Stagecoach over a weekend, etc. may be needed). Project construction activities would be coordinated with local law enforcement and emergency services providers.

- f) **No Impact.** The Project would not result in an increase in demand for parking in the vicinity of the Project.
- g) **No Impact.** This Project is identified in the County Capital Improvement Program (CIP) as project # 77127 (Green Valley Road at Indian Creek) and project # 77136 (Green Valley Road at Mound Springs Creek) (El Dorado County 2017). The CIP is coordinated with the Five-Year major review of the General Plan (including the Transportation and Circulation Element) and is also included in the annual General Plan review. The Transportation and Circulation Element address alternative transportation systems.

4.2.18 Utilities/ Service Systems

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

Environmental Setting

Based on preliminary design, there are approximately 14 joint utility poles, utility vaults, water valves and a water main that will require relocation due to construction. In December 2016 by means of a Board of Supervisor's resolution, El Dorado County formed the Green Valley Road Underground Utility District (GVRUUD). The GVRUUD will allow the undergrounding of all overhead utilities in the project corridor in a single construction season as part of the Green Valley Road 2 Bridges project. The County coordinated with PG&E and AT&T in the formation of the GVRUUD. The physical and visual impacts to the Public of undergrounding is less intrusive than pole relocation. The undergrounding will simplify construction sequencing and improve the aesthetics in the Project area by removing a heavy concentration of overhead utility lines.

The utility undergrounding may require a single 3-ft wide by 5-ft deep joint trench. The utility providers may install their own utility lines in separate trenches within the County right-of-way. The utility trench will extend along the northwest side of Green Valley Road, along the southwest side of Stagecoach Road, along the east side of Mortara Circle, along Indian Creek Road, and along 3 private driveways off Green Valley Road. The utility companies may use a trenchless construction method, like horizontal directional drill. Utility relocation to a residence southeast of the Mound Springs Creek Bridge will likely be installed using the trenchless method. No trenching will occur through the creeks or wetlands. The County proposes to place the lines within the bridge structures.

Potential Environmental Effects

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

4.2.19 Mandatory Findings of Significance

XIX. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

5. Determination

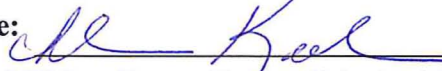
5.1 Environmental Factors Potentially Affected

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

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

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a "Potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 
Name and Title: Donna Keeler, Principal Planner

Date: 2/2/2018

6. Report Preparation and References

6.1 Report Preparation

El Dorado County, Department of Transportation– CEQA Lead Agency

Jon Balzer, P.E. Senior Civil Engineer

Donna Keeler Principal Planner

Sycamore Environmental Consultants, Inc.

Jeffery Little Project Manager, Vice President

Adam Forbes Planner

6.2 References

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Appendix A: Mitigation Monitoring and Reporting Plan

**MITIGATION MONITORING AND REPORTING PLAN
GREEN VALLEY ROAD
2 BRIDGE REPLACEMENT PROJECT**

**CEQA LEAD AGENCY:
El Dorado County**

**PREPARED:
April 2018**

ADOPTED BY BOARD OF SUPERVISORS ON: _____

Introduction

Purpose

The El Dorado County, Department of Transportation (County), in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) intends to replace the two existing Green Valley Road bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The proposed wider bridges with a continuous median turn-lane in the roadway center will improve driver safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines. The Indian Creek Bridge (25C0040) and the Mound Springs Creek Bridge (25C0041) are located approximately 1,050 feet from each other along Green Valley Road just west of the City of Placerville in unincorporated El Dorado County.

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. The County, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

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

Format of This Plan

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

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

Impacts and Associated Monitoring or Reporting Measures

IV. BIOLOGICAL RESOURCES

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

Big-scale balsamroot

With the exception of big-scale balsamroot, the 2016 biological surveys were conducted during the evident and identifiable period of special-status plants with potential to occur and covered the entire Project area. Implementation of BIO-1 will reduce potential impacts to big-scale balsamroot to less than significant.

Measure BIO-1

- *A properly timed survey for big-scale balsamroot will be conducted in the expanded project limits prior to construction.*
- *If big-scale balsamroot is not detected during the survey, then no further avoidance and minimization measures will be required.*
- *If big-scale balsamroot is found during the survey, the plants will be avoided to the maximum extent practicable during project construction. Environmentally Sensitive Areas (ESAs) will be established by the County or its contractors around sensitive plant occurrences within the Project area to exclude project activities. Temporary exclusionary fencing will be installed to define the limits of the ESA.*
- *If avoidance is not feasible, the plants will be transplanted to a suitable location in the Project area.*
- *If avoidance and transplantation are not feasible, the County will acquire mitigation credits from an established mitigation bank presently supporting the species with suitable habitat for such species. Off-site compensatory mitigation credits will be acquired at a minimum acreage ratio of 1:1 (acquired: impacted).*

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

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

Timing: Pre-Construction

Verified By: _____ Date: _____
County Project Manager

California red-legged frog (CRLF; *Rana draytonii*)

Indian Creek and a seasonal pond in the Project area provide marginal breeding habitat for the federal-listed California red-legged frog (CRLF; *Rana draytonii*). Implementation of BIO-2 will reduce potential project impacts to less than significant.

Measure BIO-2

- *A Service-approved biologist shall conduct a preconstruction survey for CRLF within 48 hours prior to the onset of vegetation removal in the riparian habitat. If any CRLF are found, construction activities will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work for construction personnel to brief them on how to recognize CRLF, the importance of avoiding impacts to this species, and what to do if they are found. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *All vegetation scheduled for removal in the willow riparian habitat, Indian Creek, Mound Springs Creek, and the seasonal pond will be removed by hand or with hand-held power tools. Mechanized vehicles will not be used to clear the brush.*
- *A qualified biologist will be present during clearing and grubbing activities in the riparian habitat to monitor for CRLF.*
- *ESA fencing will be established along the boundaries of the Project area to prevent encroachment by construction equipment and personnel. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.*
- *If creek diversion is required, the contractor will prepare a creek diversion plan that complies with any applicable permit conditions. A qualified biologist will conduct a survey of the area to be diverted prior to diversion installation. The qualified biologist or qualified site personnel under the oversight a qualified biologist will be present during installation and removal of the diversion structure and dewatering activities (as it applies to installation and removal of dewatering activities).*
- *Plastic mono-filament netting (erosion control matting) or similar material containing netting shall not be used at the project site because the CRLF or other animals may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.*
- *If CRLF are found at any time during project work, construction will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *To ensure compliance with the project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.*

- *Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.*

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

Birds Of Prey and Migratory Bird Treaty Act

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

Measure BIO-3

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

Swallows

In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures will be taken to prevent establishment of cliff swallow nests prior to construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. The following measures will be implemented:

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

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

- *If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Within the riparian community, vegetation will be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.*
- *If construction or vegetation removal begins between 15 February and 1 September, a*

biologist shall conduct a survey for active bird of prey nests and rookeries within 500 ft of the project area and active nests of all other MBTA-protected birds within 100 ft of the project area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.

- *No Active Nests Found:*
- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary unless one is subsequently found during construction, in which case the applicable measure below will be implemented.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities, or an injured or killed bird is found, immediately:*
 1. *Stop all work within a 100-foot radius of the discovery.*
 2. *Notify the Engineer.*
 3. *Do not resume work within the specified radius of the discovery until authorized.*
 4. *If the bird is injured or dead, determine the cause, if possible, and measures taken to prevent the same result in the future.*
- *The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey or is a rookery, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Species Protection Areas

Identification	Location
<i>Bird of Prey or Rookery</i>	<i>500 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 1. *Do not enter the ESA unless authorized*
 2. *If the ESA is breached, immediately:*
 - c. *Secure the area and stop all operations within 100 feet of the ESA boundary.*
 - d. *Notify the Engineer.*
 3. *If the ESA is damaged, the County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the*

species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.

- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*
- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

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

Impact (b): *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

Willow Riparian

The Project will remove an estimated 7 trees in the willow riparian community. Implementation of BIO-4 will reduce potential impacts to less than significant.

Measure BIO-4

- *Tree removal will be minimized to the extent possible.*
- *Environmentally sensitive area (ESA) fencing will be placed along the limits of construction in the Project area to exclude construction activities from avoided habitat. The ESA fencing will be in place prior to commencement of construction.*
- *Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond, the fencing.*
- *No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *Temporarily impacted areas will be revegetated and reseeded in accordance with the Appendix F (Revegetation Planting and Erosion Control Specifications) of the Project NES.*

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

Native Oak Trees

The Project will remove an estimated four (4) native oak trees. Oaks to be removed include two (2) interior live oaks and one (1) valley oak located in the California Annual Grassland community and one (1) interior live oak located in the willow riparian corridor. Implementation of BIO-5 will address Project impacts to the one, 12.5 inch DBH valley oak tree and includes obtaining an Oak Tree and Oak Woodland Removal Permit (which requires submittal of an Oak Resource Technical Report) and payment of the individual oak tree in-lieu fee in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070.C.2.a.

Mitigation Measure BIO-5

- *Prior to construction the County will obtain an Oak Tree Removal Permit in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070. In accordance with ORMP implementing ordinance No. 5061, Sections 130.39.070(D) and (E) the Oak Tree Removal Permit application will be accompanied by an Oak Resources Technical Report and Code Compliance Certificate. The Oak Resources Technical Report must include all pertinent information, documents and recommended mitigation as specified in the ORMP. A Code Compliance Certificate will be submitted verifying that no Oak Resources have been impacted (in the Project area) within two years prior to application submittal.*
- *The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that removed by the Project. The individual oak tree in-lieu fee will be in accordance with Table 6 in section 3.2 (Oak Trees) of the September 2017, ORMP.*

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

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

Indian Creek and Mound Springs Creek

Implementation of measure BIO-6 and the revegetation component of BIO-4 will reduce potential impact to less than significant.

Measure BIO-6

- *During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of Indian Creek and/or Mound Springs Creek.*
- *In-water construction activities will be restricted to the period between 15 April and 15*

October, subject to the Streambed Alteration Agreement, or before the onset of the rainy season, whichever occurs first. The onset of the rainy season is defined as arrival of a frontal system that deposits 0.25 inch or more of precipitation during one event in the area.

- If water diversion in Indian Creek and/or Mound Springs Creek becomes necessary, it will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; August 2004b) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.

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

Seasonal Wetlands

The Project will result in 0.04 acre of temporary impacts and 0.002 acre of permanent impacts to SW1 and 0.027 acre of temporary impact to SW2 as a result of roadside grading. Implementation of BIO-6 and the revegetation component of BIO-4 will reduce potential impact to less than significant.

Measure BIO-7

- ESA fencing will be placed between the limits of construction and the seasonal wetlands to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.
- If compensatory mitigation is required by the Corps, County would purchase mitigation credits at a Corps-approved mitigation bank or contribute to a Corps-approved in-lieu mitigation fee.

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

V. CULTURAL RESOURCES

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

During a pedestrian archaeological survey in September 2016 a possible archeological resource was observed in a small portion of the Project area. In December 2017 an XPI was conducted within an expanded Project area; additional possible archeological resources were observed. With the existing level of disturbance and the thin soil profile above bedrock, it does not appear that the potential archaeological resources meet criteria 4 (potential to yield information important to prehistory or history). Nonetheless, even if the County assumes that the potential archeological resources meet criteria 4, implementation of mitigation measure CULT-1 will reduce potential project impact to less than significant.

Measure CULT-1

- *Prior to the initiation of construction the County will prepare and implement a Phase II Work Plan and Study (Phase II). Phase II includes a set of study goals and links the anticipated field and laboratory work to those goals. The Phase II findings provide the basis for determining whether a site is eligible for inclusion in the National Register of Historic Places (National Register) or is a historical resource under CEQA. The Phase II includes a phased approach of testing and data recovery excavations. Following the completion of testing and data recovery excavations a technical report will be sent to the County. Technical report content, organization, and illustrative materials will conform to professional standards and follow the format specified in the Caltrans Environmental Handbook, Volume 2, Cultural Resources. All final cultural resources data will be submitted electronically to the County, and ultimately to Caltrans for entry into the Caltrans Cultural Resources Database, including Department of Parks and Recreation site forms and relevant GIS data.*
- *If the Phase II Study confirms that the site is not eligible for listing on the California or National Registers, no further mitigation would be needed.*
- *Caltrans may decide the site should be assumed eligible for ‘the purposes of the project.’ This happens when there are circumstances, such as restricted access, large property size, or limited potential for effects that preclude a complete evaluation. If Caltrans makes this determination the measures below will be implemented.*
 - *In accordance with the January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California a Native American and archeological monitor will be present during ground disturbing activities (i.e. grading and excavation).*
 - *The County will prepare and implement a Post-Review Discovery and Monitoring Plan. The Discovery and Monitoring Plan is prepared to address the potential for discovery of cultural resources during construction. The Discovery and Monitoring Plan serves to outline the process that will be implemented by the County in order to resolve adverse effects to resources which may be encountered during construction activities. Post-Review Discovery and Monitoring Plan report content, organization, and illustrative materials will conform to professional standards and follow the format specified in the Caltrans Environmental Handbook, Volume 2, Cultural Resources and the January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the*

National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California.

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

Appendix B: Comments and Responses

Green Valley Road 2 Bridge Replacement Project (SCH # 2018022007)

Section 1. List of Comment Letters Received

Public circulation of the Green Valley Road 2 Bridge Replacement Project Initial Study/Mitigated Negative Declaration (IS/MND) ended on 5 March, 2018. The date for the Board of Supervisors has not been determined yet, but the date will be posted on the County website when known (<https://www.edcgov.us/Government/dot/Pages/ceqa.aspx>). Ten (10) comment letters were received. The table below lists the names of the individuals, organizations, and agencies that provided comments on the Initial Study/Mitigated Negative Declaration. Section 2 includes master responses to comment letters 1-5. Section 3 includes responses to agency and tribal comment letters. Section 4 includes copies of the 9 comment letters received.

Comment Letters Received

Letter	Commenter	Response
1	Donna Aguiar	Master Response 1
2	Renee Badger	Master Responses 5
3	Philip Boydston	Master Responses 2, 3, and 4
4	James Lauth	Master Responses 6
5	Jeanine Stiles	Master Responses 5
6	Letter of Support from Greenstone Community	No Response Needed
7	United Auburn Indian Community	Specific Response 1
8	U.S. Corps of Engineers	Specific Response 2
9	Central Valley Regional Water Quality Control Board	Specific Response 3
10	State Clearinghouse	Specific Response 4

Section 2. Master Responses to Comments

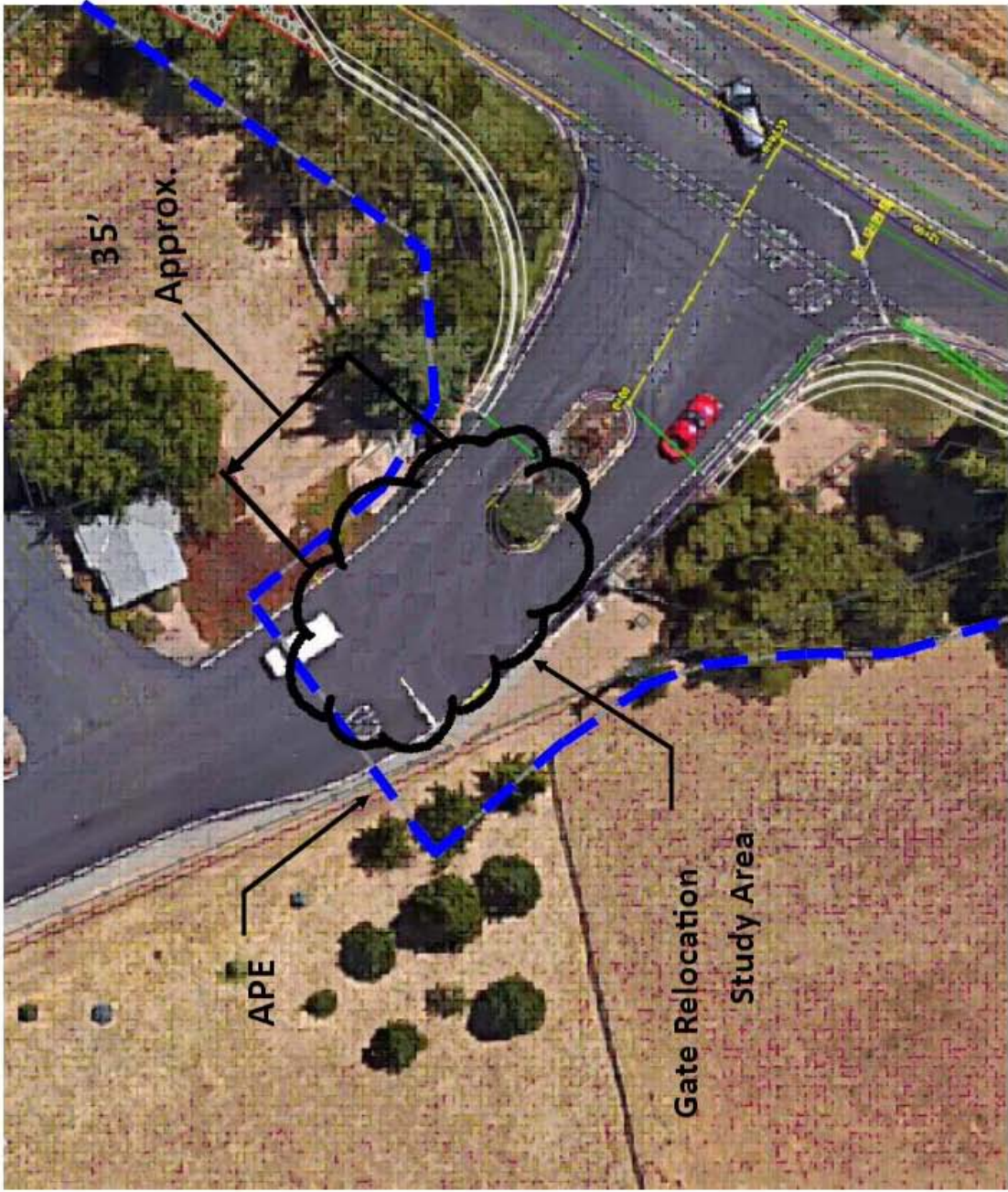
Master Response 1. “Project Aesthetics” (addressing Donna Aguiar Comment Letter)

Aesthetics and incorporating the surrounding environment have been part of the primary considerations of the proposed project design. For the concrete barrier rail along Indian Creek Bridge and Mound Springs Creek Bridge on Green Valley Road, barrier opening options and potential texture treatment and color options are currently being evaluated to integrate rough timber and natural appearances where possible. Similarly, roadway approach metal guardrails that may be required along the roadway are being evaluated for possible wood posts and weathered or patina finished metal rails to preserve the character and aesthetics of the roadway. Although these aesthetic elements of the proposed project may differ from the “rough-hewn man-made walls” they will mitigate any impacts to aesthetics from the Project while maintaining a consistency with required design standards. The County has also evaluated the existing bridges and determined that they do not qualify as historical resources for the purposes of CEQA (Pub. Resources Code, § 21084.1).

Master Response 2. “Stacking Room for vehicles entering Stagecoach Road” (addressing Philip Boydston Comment Letter)

The current Greenstone Gate configuration on Stagecoach Road offers only a widened shoulder for westbound vehicles traveling along Green Valley Road and turning onto Stagecoach Road. The project proposes to reestablish a similar shoulder configuration to the current condition for westbound vehicles turning onto Stagecoach Road. The project creates a major safety improvement by adding a designated left turn lane for eastbound vehicles turning onto Stagecoach Road (where currently no turn pocket or refuge area exists). Although the project proposes to widen Green Valley Road to the north (towards the Greenstone Gate), the additional storage offered in the designated turn pocket should significantly increase the intersection storage capacity and overall intersection performance and thus any impact to the stacking room will be mitigated. Nonetheless, the County has evaluated the relocation of the Greenstone Gate to increase the distance on the Stagecoach Road encroachment leading to the Greenstone Country gate. The County has developed the conceptual modification attached in the attached exhibit and will work with the Greenstone Community to incorporate this change as part of the Project.

NOTE (bold added): The commenter states “*As you know residents of Greenstone are under **direction from the Board** to deny access to our private gated community unless the gate is opened for them by phone from someone that they contact and reach on the inside via the phone system*”. We are unaware of any Board of Supervisors action regarding this issue. We believe the commenter may be referring to the Board of the Homeowners Association.



PRELIMINARY CONCEPT—SUBJECT TO CHANGE
Stagecoach Rd.— Conceptual Gate Relocation

Master Response 3. “Pedestrian and Bicycle Facility Features” (addressing Philip Boydston Comment Letter)

The November 2010 El Dorado County Bicycle Transportation Plan (El Dorado County Transportation Commission 2010) and the March 2012 Final El Dorado County Parks and Trails Master Plan (El Dorado County 2012) provide guidance for local transportation planning regarding bicycle and pedestrian facilities. Sections 5.11-5.16 of Chapter 5 (Proposed Improvements) of the 2010 El Dorado County Bicycle Transportation Plan list the proposed bicycle transportation improvements. Green Valley Road within the Project limits is not listed as a proposed bicycle transportation improvement area. Map 4 (Bicycle Facilities Network) in the 2010 El Dorado County Bicycle Transportation Plan indicates that Class II bike lanes could be proposed in the future within the Project limits.

The March 2012 Final El Dorado County Parks and Trails Master Plan (El Dorado County 2012) states the following regarding the 2010 El Dorado County Bicycle Transportation Plan:

“...This plan provides a conceptual layout for possible bicycle routes in El Dorado County to provide connectivity between cities and unincorporated areas, parks, schools, and recreation destinations.”

The Green Valley Road corridor in the location or adjacent to the location of the proposed project does not currently contain bicycle or pedestrian facilities. While the project does not propose to construct sidewalk or pedestrian facilities, or designated Class 2 bike lanes, the wider roadway and new 4 ft paved shoulders should better accommodate pedestrians and bicyclists. This is consistent with the bikeway system implementation strategy for shared roadways provided in Chapter 6 of the 2010 El Dorado County Bicycle Transportation Plan which states:

“Many rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, it would be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of four-foot paved roadway shoulders with a standard four-inch edge stripe can significantly improve the safety and convenience for bicyclists and motorists along such routes.”

The Project would significantly increase line of sight and refuge areas for traveling vehicles along Green Valley Road improving the overall safety for non-vehicular users greatly. Ultimately, the addition of any pedestrian or bicycle project is not part of the bridge replacement project and will need to be a separate project. This Project does not preclude or hinder a future pedestrian or bicycle project and does not impact or change any such existing facilities or lack thereof. Nor will the project increase the use of the road by pedestrians or cyclists.

Master Response 4. “Sight Distance” (addressing Philip Boydston Comment Letter)

The proposed project design considered sight distance as a primary basis to improve safety, especially for turning vehicles. To accommodate these turning movements both onto and off Green Valley Road, a continuous two way turn lane is proposed in the project. By providing this turn lane

area and improving the roadway geometry, the sight distance along the project will be improved from existing conditions. This also includes improving the safety for left turns from Stagecoach Road onto Green Valley Road by providing refuge to vehicles making this turn onto Green Valley Road.

Master Response 5. “Potential Speed Increases” (addressing Renee Badger and Jeanine and Dan Stiles Comment Letters)

The purpose of the Project is to replace substandard bridges and provide refuge for turning vehicles to or from side streets; it is not a project to correct all existing roadway safety along Green Valley Road or change the posted speed of the road. The existing lanes, shoulder, and approach railings are considered deficient compared to current safety standards. The proposed Project improvements will result in bridges and approach roadways that meet standards for roadway safety design. The lanes, shoulders, and approach railing will be improved to current safety standards, and a turn lane (for vehicle refuge where applicable) will be added. The proposed Project improvements will end approximately 1,000 feet east of Austin Lane. The County has considered the concerns of traffic calming at this location. The County proposes to have 4-foot shoulders instead of 8-foot shoulders. The 4-foot shoulders, together with the continuous left turn median, encourage lower vehicle speeds. Speed limits are set in accordance State law (see Caltrans 2014 California Manual for Setting Speed Limits, <http://www.dot.ca.gov/trafficops/camutcd/docs/california-manual-for-setting-speed-limits.pdf>).

NOTE: The date for the Board of Supervisors has not been determined yet, but the date will be posted on the County website when known (<https://www.edcgov.us/Government/dot/Pages/ceqa.aspx>).

Master Response 6. “Possible Impact to Greenstone Community culverts resulting from Construction,” Individual Letter, James Lauth

A Hydraulic Study (or Drainage Study) for the proposed project that includes design considerations for both Indian Creek and Mound Springs Creek has been performed and is required for properly designing the project bridges and evaluating the project drainage. Part of this study includes evaluating upstream and downstream flow rates as well as consideration of existing conditions and proposed conditions. As determined in the Hydraulic Study, the proposed project should not impact downstream flow rates for culverts located along Indian Creek and/or Mound Springs Creek in the Greenstone Community. The County shared the study data with the Greenstone Community as Greenstone designed a replacement for the failed Stagecoach Road culvert which is located at the convergence of Indian Creek and Mound Springs Creek. No concerns were raised by that Greenstone Community in response to the data.

Section 3. Specific Response to Agencies and Tribes

Specific Response 1 (UAIC letter): Section 4.2.6 (Tribal Cultural Resources) of the CEQA Initial Study provides a detailed accounting of the County's efforts to coordinate with the United Auburn Indian Community (UAIC) regarding AB 52 in 2016 and early 2017.

The email sent by UAIC transmitting their comment letter recommended several mitigation measures, requested copies of project cultural resource documents, and requested a site visit.

The County had previously provided copies of the draft cultural resource report to UAIC. The County will provide the final cultural resource report to UAIC when complete. A tribal site visit was initially arranged for September 9, 2016. The UAIC accepted the invitation, but was unable to attend due to last minute scheduling issues. The visit was rescheduled for January 9, 2017. The UAIC did not attend. On March 19, 2018, the County met with UAIC to discuss the Project.

The UAIC comment letter in response to the County's Notice of Intent does not provide any Project specific comments. The letter asks for a site visit and includes the text for non-project specific mitigation measures.

As discussed in CEQA Initial Study Section 4.2.5 (Cultural Resources), a possible archeological resource was observed in a small portion of the Project area. Based on these results, Caltrans required subsurface archaeological testing to establish the presence/absence of resources in the Project area. In December 2017, subsurface testing was conducted within an expanded Project area; additional possible archeological resources were observed. As discussed in Section 4.2.5 (Cultural Resources) implementation of mitigation measure CULT-1 will reduce potential project impacts to less than significant. Mitigation measure CULT-1 provides Project specific protections for possible archeological resources in the Project area. Mitigation measure CULT-1 provides similar protections as the UAIC suggested measures. The County and UAIC met on March 19, 2018 to discuss the County's cultural investigation/ study efforts performed to date. The UAIC representative recommended not doing any further studies and having a Native American Monitor on site during construction ground disturbing activities in the identified area. The UAIC did not present any other information regarding any other tribal cultural resources during the meeting or concerns about unmitigated impacts to tribal cultural resources. The UAIC suggested measures are general and not specific to the Project as is mitigation measure CULT-1. The following minor change was made to CULT-1.

“~~Based on the Phase II,~~ Caltrans may decide the site should be assumed eligible for “the purposes of the project.” This happens when there are circumstances, such as restricted access, large property size, or limited potential for effects that preclude a complete evaluation. In this case the measures below will be implemented...”

Specific Response 2 (U.S. Corps of Engineers letter): This letter reiterates standard requirements of Section 404 of the Clean Water Act. The Project will result in temporary and permanent impacts

to potential waters of the U.S. The County will apply for Section 404 Clean Water Act permit coverage in accordance with applicable guidance and standards.

Specific Response 3 (Central Valley Regional Water Quality Control Board letter): This letter reiterates standard requirements that are included in the MND document and mitigation measures. No response is necessary.

Specific Response 4 (State Clearinghouse letter): This letter transmits to the County comment letters the State Clearinghouse received. No response is necessary.

Section 4. Comment Letters

Comment Letter 1: Ms. Donna Aguiar



Donna Keeler <donna.keeler@edcgov.us>

Indian Creek and Mound Creek Bridges

2 messages

Donna Aguiar <donna.aguiar@gmail.com>
To: donna.keeler@edcgov.us
Cc: Debbie Miles <Manager@greenstonecountry.org>

Wed, Feb 7, 2018 at 5:51 PM

To: Donna Keeler, Principal Planner
EDCDOT

From: Donna Aguiar
Greenstone Country Resident

With regard to the restoration of these two bridges, I am curious as to whether thought and planning have been given to the preservation of the historical appearance of the walls' facade now existing on either side of these old country bridges. It would be a shame to replace the look of these rough-hewn man-made walls with contemporary tubular metal guide posts.

It would certainly be appreciated if you, the Principal Planner, are able to take a proactive approach to protecting the historical significance of these bridges which are dotted along the back country roads in our county.

Best Regards,
Donna Aguiar

--
Donna Almquist Aguiar
Gallery El Dorado
530.622.3593
www.gardensculptures.net
gallery@gardensculptures.net

Fri, Feb 9, 2018 at 11:01 AM

Comment Letter 2: Mrs. Renee Badger



Donna Keeler <donna.keeler@edcgov.us>

Green Valley Road 2 Bridge Replacement Project

4 messages

Renee <jlbadger@pacbell.net>

Mon, Feb 5, 2018 at 5:59 PM

To: "donna.keeler@edcgov.us" <donna.keeler@edcgov.us>

Donna,

I hesitated to write because I realize that everyone has their own personal issues with each project but maybe you could clarify something for me. This is a much needed project as those bridges are old and narrow but it is my understanding that there will be a center turn lane also added. How far West will that continue? I live off of Austin Lane across from Dakota. My son and husband have both been hit from behind attempting to turn onto our street. Traffic moves quickly through that area and it is on a turn. We have lived here since 1990 but traffic has increased with the addition of the college and both times they were struck by young drivers. I have a fear that widening the roadway up to our street will only increase the speed of vehicles in that area.

It appears that the widening stops where Greenstone Estates ends. Is that correct?

Thanks,

Renee Badger

3400 Austin Lane

916 599 0097

Sent from [Mail](#) for Windows 10

Comment Letter 3: Mr. Philip Boydstun

----- Forwarded message -----

From: **Philip Boydstun** <p.boydstun@sbcglobal.net>

Date: Sat, Feb 24, 2018 at 12:38 PM

Subject: Green Valley Road Widening Environmental Document comments

To: Donna Keeler <donna.keeler@edcgov.us>

Cc: Greenstone Manager <manager@greenstonecountry.org>

Donna

Here are my personal comments regarding the project as described in the draft environmental document.

1) There is limited stacking room for people entering the Greenstone Gate from Green Valley Road, which has nowhere near the staking and maneuvering capacity of the other Lotus Gate. During peak periods, especially when mixed with delivery vehicles, motor homes, or other large vehicles, it can be dangerous as cars wait in or near the travel lanes for the gate to open, or at times, for the vehicle with no access code to back out of the way if no one lets them in. As you know, residents of Greenstone are under direction from the Board to deny access to our private gated community unless the gate is opened for them by phone from someone that they contact and reach on the inside via the phone system. This often takes time and is sometimes unsuccessful if the party does not answer the phone. The whole system is ridiculous, but that is a completely different subject, and it does not appear to be going away anytime soon.

Although there is not enough detail to tell definitively, it appears from the discussion that the new plan will hold the south right of way line and the widening will be to the north. With the addition of the two way left turn lane the stacking room for people waiting for the gate to open will become even less and more dangerous. Hopefully some shoulder area for pedestrians and bicyclists will also be added (see point two below), and that will take even more space. The document mentions relocation of the existing wall, but my concern is that it does not mention relocating the existing gates. The County should study the amount of room actually needed for safe entry during peak periods, considering the time it can take to make contact and get the gate to open, and that the gate should be relocated to provide safe stacking room and room for escape should access be denied.

There could be other issues as the gate moves to the north with the postal parking area and vehicles traveling into and out of this area, but those will need to be dealt with.

2) Existing pedestrian and bicycle facilities are extremely lacking between the Greenstone Development (347 lots) and Green Valley Road near the Junior College, where facilities for safe walking and biking exist all the way to Hwy 50 and beyond. This project as described appears to be a very good and necessary project, but I suggest that it should not be completed without pedestrian and bicyclists being taken into consideration, including getting them safely to the east where existing adequate

facilities exist. You can often observe bicyclists having to ride in the travel lane, and pedestrians needing to walk in the roadside ditch to avoid getting hit by cars.

3) The document mentions sight distance being improved. Existing sight distance for left turns from Stagecoach onto Green Valley Road is inadequate and needs to be corrected with this new design.

Thank you for the opportunity to comment on this environmental document. I believe this project will make entering, exiting, and traveling on Green Valley Road much safer.

Phil Boydston

Comment Letter 4: Mr. James Lauth

----- Forwarded message -----

From: **James Lauth** <jimlauthjr@gmail.com>
Date: Mon, Mar 5, 2018 at 10:28 PM
Subject: Green Valley Rd Bridge Project
To: "donna.keeler@edcgov.us" <donna.keeler@edcgov.us>
Cc: James Lauth <jimlauthjr@gmail.com>

Dear Ms. Keeler:

In regards to the proposed mitigated Negative Declaration for the Green Valley 2 Bridge Replacement Project, I offer the following comments.

I am a resident of The Greenstone Country Development where Indian Creek and Mound Springs Creek flow after crossing Green Valley Rd. through the two bridges proposed for replacement in this project. In February, 2017, Stagecoach Rd collapsed where the combined two creeks flow under the road. Inspection found that the culvert had eroded due to "scour" from sediment in the creek. The replacement of this culvert took the Greenstone Country Owners' Association (GCOA) about ten months to repair at great inconvenience to residents of the development and a cost almost one million dollars. The combined flow of the two creeks flow into Indian Creek Reservoir passing through other GCOA culverts.

both Section 4.2.7, "Geology & Soils", and Section 4.2.10, "Geology & Soils", claim either less than significant impact or no impact due to the project. did the CEQA Analysis include possible impact to GCOA culverts resulting from the construction of the Project? If not, shouldn't it?

--

James H. Lauth
Community Volunteer
Placerville, CA

Comment Letter 5: Jeanine and Dan Stiles



Donna Keeler <donna.keeler@edcgov.us>

Green Valley Road (GVR) 2 Bridge Replacement

2 messages

Jeanine Stiles <jeanine.stiles@gmail.com>

Thu, Feb 15, 2018 at 12:15 PM

To: donna.keeler@edcgov.us

Cc: Dan Stiles <Dan.Stiles@airgas.com>

Dear Ms. Keeler

Thank you for this information in regards to the bridge replacement on GVR. My husband and I live at 6401 GVR in between the two bridges. We realize this bridge replacement is necessary and will have advantages for the home owners that live in this area, one being the utilities going underground. One concern that my husband and I have is the speed at which cars travel on GVR, because now the only thing that slows people down are those bridges. Will there be any consideration of reducing the speed limit in this area? We are concerned that the widening of the bridges will just encourage drivers to go faster.

Though I have read much of the Mitigated Negative Declaration, will we be informed of the date that this will be discussed at the Board of Supervisors Meeting in the Spring or Summer of 2018? We would like to attend that meeting and it currently is not posted on the website, Therefore a heads up would be greatly appreciated. Would that be possible?

We appreciate all that you do to keep us informed of this project.

Sincerely,
Jeanine and Dan Stiles
[6401 Green Valley Road](#)
[Placerville, CA 95667](#)

(530) 621-3390 - home

Comment Letter 6: Letter of Support from Greenstone Community

May 14, 2016

To: District IV Supervisor Michael Ranalli
Cc: El Dorado County Board of Supervisors
El Dorado County Transportation Dept.

Subject: Green Valley Road Bridges Replacement Project

We understand that the Board of Supervisors is considering a Transportation Department project to widen and improve the safety of two old and functionally obsolete bridges on Green Valley Road (Indian Creek and Mounds Springs Creek bridges) near the Green Valley Road entrance to Greenstone Country.

This area has long been an issue with our residents, especially during commute hours. As an equestrian community, we often have trucks towing horse trailers, attempting to cross traffic when traveling eastbound to enter Greenstone, and backing up traffic behind them. Upon exiting Greenstone, there are poor sight lines, further exacerbating the problem.

In April, we invited the EDC Transportation Department to present at a Greenstone Town Hall meeting to discuss the Green Valley bridges project, the safety imperatives, timing, and impacts to Greenstone. Our members asked many questions, and the Transportation Department team did an outstanding job of summarizing the project, including plans to minimize impact on Greenstone Country through careful planning and by phasing the project.

We urge the Board to approve the necessary funds to include a three-lane configuration to extend from the Mound Springs Bridge up through and just beyond the Greenstone entrance. The following benefits would be gained by the traveling public along this corridor, including Greenstone residents:

- A turning lane would create a much safer traffic corridor, reducing traffic backup and congestion by allowing traffic to safely turn into Greenstone
- Eliminate an existing blind spot as one comes eastbound over a hill approaching Indian Creek bridge
- Minimal impact on overall cost to taxpayers, especially as compared with adding a third lane in the very near future, as traffic volumes increase.
- A 3-lane configuration should provide sufficient width to facilitate a future Class 2 bike lane!

It should also be noted that there is positive support from the community for this project, and in particular the turn lane.

Thank you for your support!

Erminja Maganja
President, Greenstone Country Board of Directors

Comment Letter 7: United Auburn Indian Community



Received 3/7/2018

MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse Chairman	John L. Williams Vice Chairman	Calvin Moman Secretary	Jason Camp Treasurer	Gabe Cayton Council Member
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February 15, 2018

Donna Keeler
County of El Dorado
2828 Easy Street Suite 1
Placerville, CA 95667

Subject: Green Valley Road 2 Bridge Replacement (Indian Creek Bridge (25C0040) and Mound Springs Creek Bridge (25C0041)) CIP # 77127 (Green Valley Road at Indian Creek) and CIP# 77136 (Green Valley Road at Mound Springs Creek)

Dear Donna Keeler,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. Finally, we request and recommend that UAIC tribal representatives observe and participate in all cultural resource surveys. To assist in locating and identifying cultural resources, UAIC's Preservation Department offers a mapping, records and literature search services program. This program has been shown to assist project proponents in complying with applicable environmental protection laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process. If you are interested in the program, please let us know.



MIWOK United Auburn Indian Community
 MAIDU of the Auburn Rancheria

Gene Whitehouse
 Chairman

John L. Williams
 Vice Chairman

Calvin Moman
 Secretary

Jason Camp
 Treasurer

Gabe Cayton
 Council Member

The UAIC's Preservation Committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the Preservation Committee's identification of cultural resources in and around your project area, the UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
 Chairman

CC: Marcos Guerrero, CRM

Comment Letter 8: U.S. Corps of Engineers



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

February 26, 2018

Regulatory Division (SPK-2018-00120)

El Dorado County Department of Transportation
Attn: Ms. Donna Keeler
2850 Fairlane Court
Placerville, California 95667

Dear Ms. Keeler:

We are responding to your February 7, 2018, request for comments on the Green Valley Road Two Bridge Replacement project. The U.S. Army Corps of Engineers project identification number is SPK-2018-00120. The approximately 10.88-acre project site is located on Indian Creek and Mound Springs Creek, along Green Valley Road, Latitude 38.7194°, Longitude -120.8820°, west of the City of Placerville, El Dorado County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, the applicant should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations" and "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" under "Jurisdiction" on our website at the address below, and submit it to this office for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

Please refer to identification number SPK-2018-00120 in any correspondence concerning this project. If you have any questions, please contact Alyssa Smith at 1325 J Street, Room 1350, Sacramento, California 95814, by email at Alyssa.K.Smith@usace.army.mil, or telephone at (916) 557-7617. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,



Marc Fugler
Senior Project Manager
California South Section

Comment Letter 9: Central Valley Regional Water Quality Control Board

Central Valley Regional Water Quality Control Board

27 February 2018

Donna Keeler
El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7035 8422 0863

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, GREEN VALLEY ROAD 2 BRIDGE REPLACEMENT PROJECT, SCH# 2018022007, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 2 February 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Green Valley Road 2 Bridge Replacement Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources

Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit

requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)

R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from*

Comment Letter 10: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

March 6, 2018

Donna Keeler
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Subject: Green Valley Road 2 Bridge Replacement Project
SCH#: 2018022007

Dear Donna Keeler:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 5, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

“A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation.”

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018022007
Project Title Green Valley Road 2 Bridge Replacement Project
Lead Agency El Dorado County

Type MND Mitigated Negative Declaration
Description The El Dorado County, Dept. of Transportation, in conjunction with Caltrans and FHWA intend to replace the two existing Green Valley Rd bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The proposed wider bridges with a continuous median turn-lane in the roadway center will improve driver safety and be consistent with American Association of State Highway and Transportation Officials guidelines.

Lead Agency Contact

Name Donna Keeler
Agency El Dorado County
Phone (530) 621-3829 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City Placerville
Region
Lat / Long 38° 43' 7.96" N / 120° 52' 58.5" W
Cross Streets Stagecoach Rd, Poodle Lane, Mortara Circle, Missouri Flat Rd
Parcel No.
Township 10N **Range** 10E **Section** 16 **Base** MD

Proximity to:

Highways I-50
Airports
Railways
Waterways Weber Crk, Cold Springs Ck, Mound Springs Ck, Indian Ck, Dry Ck, Slate Ck, Hangtown Ck
Schools Indian Ck ES
Land Use

Project Issues Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Cumulative Effects

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 N; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

Date Received 02/02/2018 **Start of Review** 02/02/2018 **End of Review** 03/05/2018
