FINAL
Initial Study/
Mitigated Negative Declaration

for the

Hanks Exchange Road at Squaw Hollow Creek Bridge (No. 25C0053) Replacement Project

April 2018

Prepared for:

El Dorado County
Community Development Services
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

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PROJECT INFORMATION

1. Project Title:	Hanks Exchange Road at Squaw Hollow Creek Bridge (No. 25C0053) Replacement Project
2. Lead Agency Name and Address:	El Dorado County Community Development Services Department of Transportation 2850 Fairlane Court Placerville, CA 95667
3. Contact Person and Phone Number:	Donna Keeler, Principal Planner (530) 621-3829 donna.keeler@edcgov.us
4. Project Location:	The project area is located approximately 0.4 mile south of Pleasant Valley Road and approximately 4 miles south of the city of Placerville in El Dorado County. It is in Section 34 of Township 10 North, Range 11 East on the *Placerville, California* 7.5-minute U.S. Geological Survey quadrangle.
5. Description of Project:	The County is proposing to replace Bridge Number 25C0053 over Squaw Hollow Creek on Hanks Exchange Road. The existing Squaw Hollow Creek Bridge, built in 1930, would be replaced with a new standard two-lane bridge approximately 32 feet wide and 60 feet long. In addition, approximately 800-860 feet of Hanks Exchange Road would be reconstructed.
6. General Plan Designation:	Agricultural Lands (AL)
7. Zoning:	Planned Agricultural (PA-20)
8. Surrounding Land Uses and Setting:	The project area is in the Sierra Nevada foothills. Elevations range from approximately 2,150 to 2,200 feet above sea level. Dominant land uses in the vicinity are rural residential and grazing.

9. Other Public Agencies Whose Approval May Be Required:

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

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INTRODUCTION

1.1. Purpose of this Document

The El Dorado County Community Development Services, Department of Transportation Division (County) is proposing to replace the existing bridge (No. 25C0053) over Squaw Hollow Creek on Hanks Exchange Road (proposed project) near the community of Hanks Exchange in El Dorado County, California. This Initial Study identifies the potential environmental impacts of the proposed project to determine whether the project may have a significant effect on the environment. It also identifies mitigation measures, where applicable, to reduce or avoid significant effects.

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

1.2. Document Organization

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

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

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PROJECT DESCRIPTION

1.3. Location

Bridge Number 25C0053 over Squaw Hollow Creek is located on Hanks Exchange Road approximately 0.4 mile south of Pleasant Valley Road and approximately 4 miles southeast of the city of Placerville in El Dorado County. The bridge is in Section 34 of Township 10 North, Range 11 East on the *Placerville, California* 7.5-minute U.S. Geological Survey quadrangle (Figure 1 at the end of this section). The project area encompasses approximately 6.0 acres along approximately 900 feet of Hanks Exchange Road, generally centered on the existing bridge (Figure 2 at the end of this section) and consists of the work areas on and adjacent to the bridge and road and a potential staging area.

1.4. Project Purpose and Objectives

The proposed project is included in the County Capital Improvement Program and the FSTIP and is being funded by HBP funds administered by Caltrans. The purpose of the project is to improve traffic safety conditions on a public roadway and comply with current County and American Association of State Highway and Transportation Officials guidelines by: (1) replacing a functionally obsolete bridge with a new structure that meets current standards and (2) widening the road geometry approaching the bridge from both south-bound and north-bound directions. The existing bridge was determined to be functionally obsolete with a sufficiency rating of 30.7 out of 100. Hanks Exchange Road is a local rural road with a two-way travel lane and has an average daily traffic count of about 1,245 trips near the project area. The overall project objective is to improve safety and traffic operations along Hanks Exchange Road.

1.5. Project Description

Project Design

The County is proposing to replace the existing bridge, built in 1930, with a standard two-lane bridge approximately 32 feet wide and 60 feet long. The existing bridge is a one-lane, 13.5–foot-wide and 23–foot-long, reinforced slab bridge. The new bridge would have two 12-foot-wide travel lanes with 3-foot-wide shoulders on each side. The new bridge would be located west of the existing bridge, which would shift the road further away from the driveway entrance to the adjacent Fausel Ranch property. The bridge structure type has not yet been determined. The foundation of the new bridge may consist of cast-in-drilled-hole piles or spread footings, which will be determined based on the results of a geotechnical study. The bridge abutments would be located on the banks of Squaw Hollow Creek and would not be in the active channel. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion. It is anticipated that the excavation for the abutments would not exceed 20 feet (approximate) below the existing ground surface.

The County plans to widen the roadway approaches from 18 feet to 30 feet to align with the new bridge width and may need to realign the approaches. Approximately 400-430 feet of Hanks Exchange Road would be reconstructed on both the south and north sides of the new bridge. As part of this realignment, cut and fill would be required along the new roadway, and fences, utilities, and drainage ditches may be relocated to follow the modified roadway. The driveway to the Fausel Ranch would be modified to match the new roadway and incorporate a segment of the existing roadway between the new roadway and existing driveway. In addition, pavement associated with the old roadway on the south side of the bridge

would be removed, and the disturbed area would be restored in coordination with the property owner to match adjacent conditions.

New guardrails approximately 75 feet long would be installed adjacent to the bridge abutments on the northwest and southeast sides of the bridge. A retaining wall, approximately 260 feet long, would be installed on the west side of Hanks Exchange Road, south of the existing bridge, to stabilize the hill slope. A drainage ditch would also be constructed along the west side of the proposed retaining wall. The existing property fences on both sides of the road would be relocated, extending approximately 350 feet on the eastern side of the road and approximately 1,900 feet on the western side. A fence may be installed along the top of the retaining wall or west of the proposed drainage ditch. Existing drainage ditches would likely be shifted to follow the modified segment of the road and convey road-side runoff into the creek. In addition, a drainage culvert would be installed under Hanks Exchange Road (north of the new bridge) to convey runoff under the road. The barn on the eastern side of Hanks Exchange Road (north of the bridge) would be left in place; however, the sheds, fence line, and cattle chute on the opposite side of the road would be demolished and properly disposed of to accommodate the roadway modifications.

Construction Methods

The proposed project would generally involve: tree removal; site clearing, preparation, and earthwork; utility relocation; demolition and removal of the existing bridge structure; construction of new bridge foundations, abutments, retaining structures, deck, and guardrails; widening and realignment of a segment of Hanks Exchange Road; applying pavement overlay; realignment and grade changes of an existing driveway; and hydroseeding disturbed areas. Staging would be along the road, where feasible, and may occur on a private property to the south of the bridge. Demolition materials would be removed and disposed of offsite at an appropriate facility. Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. Some vegetation removal would be necessary along the creek to construct the new bridge and modify the roadway approaches.

Excavation would be required at the bridge abutments, along the roadway prism, for the retaining wall, and for drainage improvements. An estimated 3,000 cubic yards of material would be excavated, and an estimated 1,000 cubic yards of excavated material would be properly disposed offsite. No imported fill would be required; all fill would come from onsite excavations. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement under the increased loading caused by the fill.

In-Stream Construction

A temporary diversion dam and piping may be used to divert stream flows around the excavation areas for the new bridge foundations. The diversion dam and piping would be temporarily installed in the creek bed within approximately 200 feet southeast (upstream) of the proposed bridge. The diversion dam would consist of a simple dam or other barrier (e.g., sandbags) and would be approximately 25 feet long, extending between both banks of the creek. No instream excavation would be needed to place the diversion dam in the creek. Flexible piping would likely be used to carry stream flow through the instream work area. The piping would be sized to allow creek flows to be directly channeled and conveyed through the work area with minimal impacts at the inlet and outlet locations of the diversion piping. The diversion device would be removed after the bridge work is complete, and normal stream flow would be restored. The instream work would take place when stream flows are lowest.

Schedule

Construction is expected to start in 2018 or later, once all required approvals and funding have been obtained. The construction period for the bridge and roadway improvements would take up to 1.5 years. Construction would generally take place between April 15 and October 30. Work performed in and around the creek (e.g., diversion dam, bridge construction) would be scheduled during dry months. Utility relocation (e.g., overhead telephone, underground waterline) may be scheduled within a year prior to bridge construction.

Traffic Control

Construction of the new bridge would be implemented in stages to allow vehicle traffic during the construction period. Traffic control would be provided on Hanks Exchange Road during construction. One controlled 10-foot-wide traffic lane would be maintained throughout construction to allow vehicle traffic across the bridge. Construction may be conducted at night to avoid major traffic impacts and would be coordinated with nearby residents. Traffic flow would be maintained throughout the construction period, although short-term closures may occur. No traffic control measures would prevent access by local residents.

Rights-of-Way, Utilities and Services

The proposed bridge and road reconstruction work would occur in existing County rights-of-way and in additional rights-of-way to be acquired to accommodate the project. Temporary easements may also be needed for staging and other construction-related activities associated with the project. The County will coordinate with the private property owner on the new road alignment and landowner authorizations.

An overhead telephone line and an underground waterline may need to be relocated to be in the new right-of-way limits or proposed easements. The telephone line may require the relocation of multiple poles and the corresponding wires and guy anchors, and the specific pole locations will be determined in coordination with the telephone company to ensure the span between poles is adequate. The waterline may need to be shifted to be along the new roadway alignment to avoid conflicts with a proposed drainage ditch and a wall. The specific location and pipeline design will be coordinated with El Dorado Irrigation District. The County will coordinate utility relocations with construction contractors and utility companies in advance of the bridge and roadway construction. Temporary, short-term disruptions of utility services may occur during connection of the new facilities. All potentially affected property owners would be notified by the County, the utility company, or the construction contractor approximately one week prior to the service interruption. No wastewater services would be affected during construction.

1.6. Construction Contract

The County would retain a construction contractor to construct the new bridge. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with the proposed project activities and for implementing construction-related mitigation measures. The County would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed project in accordance with the Public Contracts Code of the State of California; the State of California Department of Transportation Standard Plans and Standard Specifications; and the Contract, Project Plans, and Project Special Provisions under development by the County.

The following measures are a combination of standard and project-specific procedures and requirements applicable to construction:

- Construction contract special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic on nearby roads during construction. Minor traffic stoppages or delays on Hanks Exchange Road or nearby roads may be allowed if necessary during project construction to provide access for construction equipment and vehicles into the project area. No road closures or detours are expected to be necessary during construction, but signs and short-term flagmen may be used to alert travelers on nearby roads of construction activities.

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

- The contractor will be required to comply with the California Air Resources Board Airborne Toxic Control Measure at Title 17, California Code of Regulations, Section 93106 addressing the use of asbestos-containing materials in surfacing applications.

- Contract provisions will include standard provisions for unanticipated discovery of cultural resources or human remains. This includes: 1) halting construction in the vicinity of a potential cultural resource find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction; and 2) cease work in the event of discovery of possible human remains and notify the County, County Coroner, Native American Heritage Commission, and other appropriate entities to allow the remains to be evaluated and properly treated as necessary.

- Contract provisions will require notification of the County and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any be discovered during project construction.

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

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

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

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

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

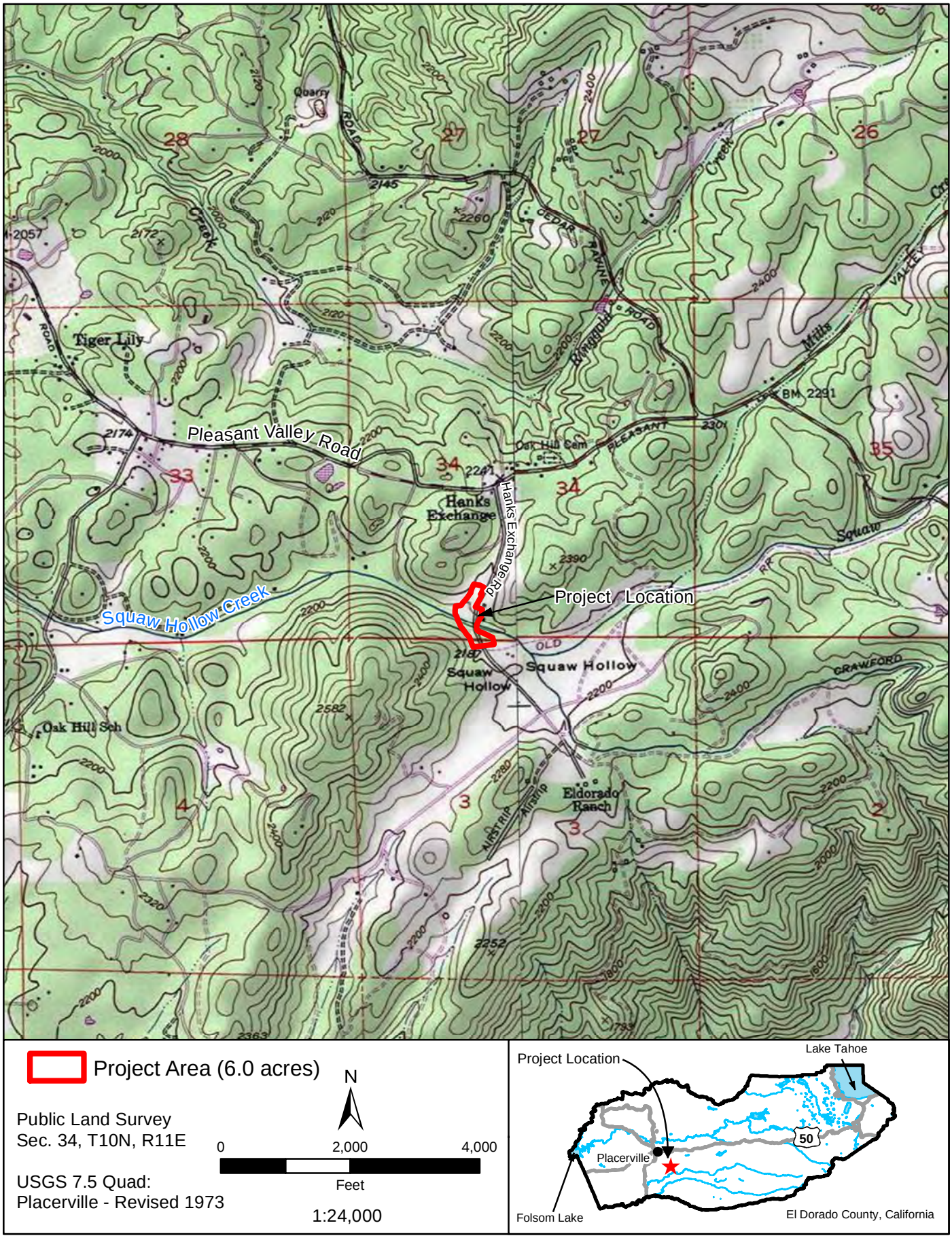
- The proposed project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise.

1.7. Required Permit Approvals

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

Table 1. Required Permit Approvals

Approving Agency	Required Permit/Approval	Required for
Federal Agencies		
U.S. Army Corps of Engineers	Coverage under Nationwide Permit 14 (Section 404 of the Clean Water Act, 33 USC 1341)	Discharge of fill material into waters of the United States
State Agencies		
California Department of Transportation	Project approval/NEPA compliance	Federal funding through the FSTIP–HBP
	Compliance with Section 106 of the National Historic Preservation Act under the 2014 First Amended Programmatic Agreement	Assessment of potential to impact cultural resources
Regional Water Quality Control Board (Central Valley)	Water quality certification (Section 401 of the Clean Water Act)	Discharge into waters of the United States
	Coverage under the General Construction Activity Storm Water Permit (Section 402 of the Clean Water Act, 40 CFR Part 122)	Storm water discharges associated with construction activity for greater than 1 acre of land disturbance
California Department of Fish and Wildlife	Streambed Alteration Agreement (Section 1602 of the Fish and Game Code)	Bridge installation across Squaw Hollow Creek
Local Agencies		
El Dorado County	Project approval/CEQA compliance	Project implementation and funding
El Dorado County Air Quality Management District	Fugitive dust plan	Compliance with Rule 223-1 (Fugitive Dust, Construction Activities)



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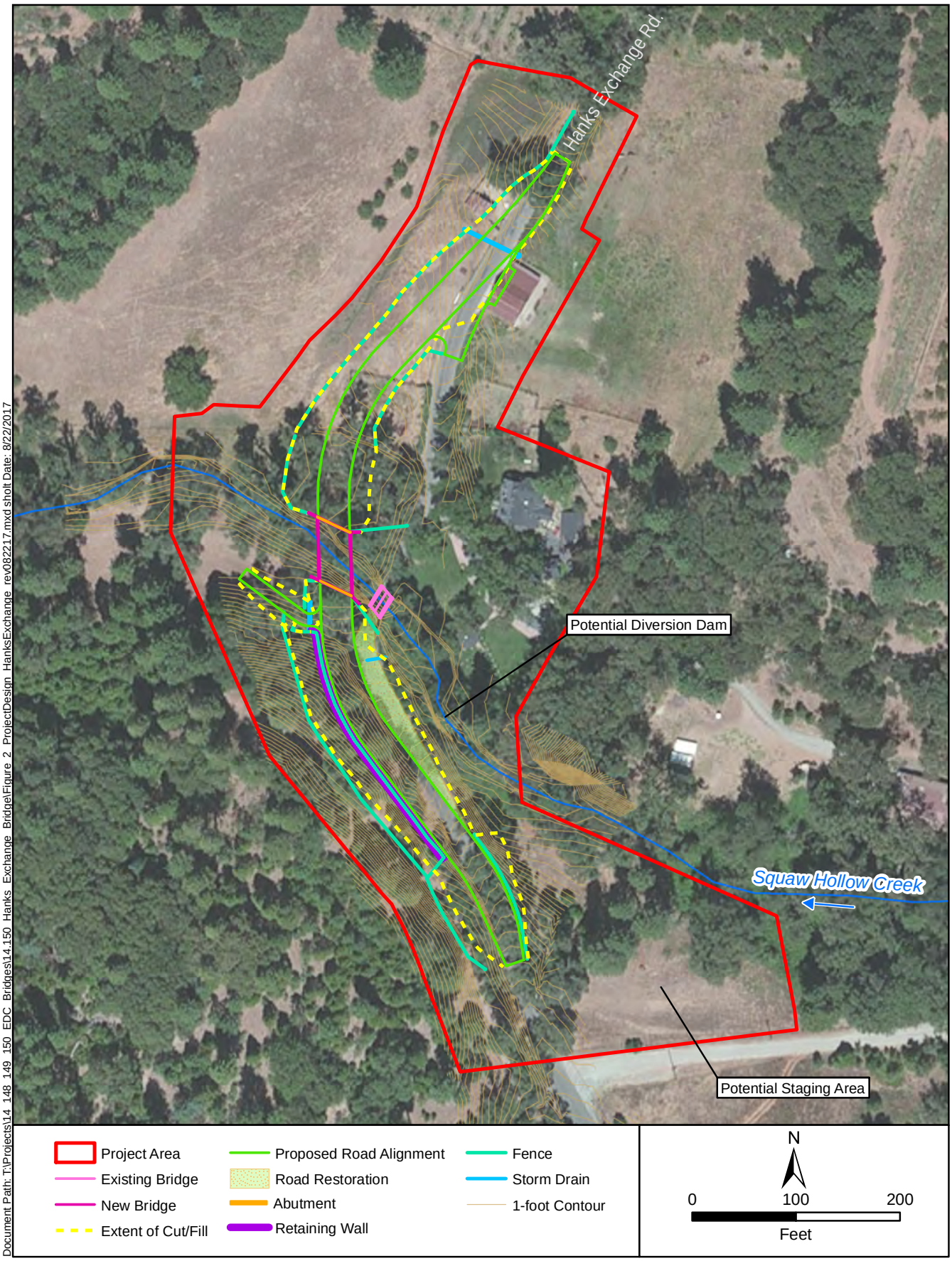
Squaw Hollow Creek Bridge (25C0053) Replacement Project

Figure 1
Project Area Location



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Squaw Hollow Creek Bridge (25C0053) Replacement Project

Figure 2
Project Design

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INITIAL STUDY CHECKLIST

1.8. Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines, except that greenhouse gases are discussed under air quality. Each resource section provides a brief description of the setting, a determination of impact potential, and a discussion of the impacts. Mitigation measures are identified where appropriate for adoption by the County and incorporation into the proposed project and contractor documents to reduce potential impacts to less-than-significant levels. The following 17 environmental categories are addressed in this section:

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

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

- **"No Impact"** means that no impact to the resource would occur as a result of implementing the project.

- **"Less than Significant Impact"** means that implementation of the project would not result in a substantial and/or adverse change to the resource, and no mitigation measures are required.

- **"Potentially Significant Unless Mitigation is Incorporated"** means that the incorporation of one or more mitigation measures is necessary to reduce the impact from potentially significant to less than significant.

- **"Potentially Significant Impact"** means that there is either substantial evidence that a project-related effect may be significant, or, due to a lack of existing information, could have the potential to be significant.

1.9. Setting, Impacts, and Mitigation Measures

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

Environmental Setting

The project area is in a rural community in El Dorado County. Views from the project area are dominated by the surrounding oak and pine woodlands, open space, riparian vegetation along Squaw Hollow Creek, several residential properties, and roads. Some of the project area is visible from nearby residences, although intervening vegetation screens some views of the project area. No scenic vistas exist in the project area or are visible from the project area. No scenic highways exist in or near the project area; the closest designated or eligible scenic highways are U.S. Highway 50 and U.S. Highway 49, approximately 4.4 miles north and 3.5 miles northwest of the project area, respectively. No unique scenic resources are present in or viewed from the project area.

Discussion of Impacts

a, b) ***No Impact.*** The proposed project would not permanently alter views of scenic vistas in the vicinity of the project area or damage any scenic resources within a state scenic highway.

c) ***Less than Significant Impact.*** The proposed project would result in physical changes to the visual characteristics of Hanks Exchange Road, Squaw Hollow Creek Bridge, and the adjacent areas. The road and bridge would be wider to meet current standards, creating more paved surface area, and would be just west of the existing bridge. The addition of guard rails and a retaining wall would be new features which may slightly alter views. Views of the wider bridge and realigned road approaches from nearby residences, primarily the Fausel Ranch house located approximately 150 feet east of the new bridge, would be similar to current views; tall trees and vegetation would continue to mask views of the bridge from most locations. Road improvements would involve some vegetation removal, but the visual characteristics of the surrounding area would not be altered. Most impacts on the visual character would result from temporary construction activities in areas adjacent to the existing bridge and roadway. The new bridge structure would not block views of the surrounding area. Nearby residents and motorists that regularly use Hanks Exchange Road would be most likely to notice the changes, but the overall visual character of the project area would be similar to current conditions. Project implementation would result in a less-than-significant impact on the area's visual character.

d) ***Less Than Significant Impact.*** The proposed project would not create a permanent, new source of light or glare. The new bridge and roadway approaches would be located slightly west of the existing bridge, further away from the closest residence. The planned roadway realignment is not expected to cause auto headlights to shine into windows of nearby residences. If nighttime construction is necessary, the use of nighttime lighting would comply with County policies to direct lighting away from nearby residences and oncoming traffic. In addition, traffic control measures would be used to alert drivers to the construction activities. The use of nighttime lighting would be temporary and would affect few receptors near the project area. The County would also coordinate any nighttime activities with nearby residents in advance to ensure minimal disruptions or disturbance to the residents. Lighting-related impacts would be less than significant.

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

Environmental Setting

The project area encompasses oak and pine woodlands, annual grasslands, a creek and associated riparian vegetation, an existing road, and an adjacent rural residence. The project area does not contain farmland that is designated as Prime, Unique, or of Statewide Importance, or land under a Williamson Act contract (California Department of Conservation 2012). Most of the project area is designated as "Other Lands," except the southwestern portion, which is designated as Farmland of Local Importance and Grazing Land. The project area is not actively used for agricultural purposes. The project area does not contain any forest land or timberland.

Discussion of Impacts

a, b) ***No Impact.*** The portion of the project area designated as Farmland of Local Importance is not currently used for agricultural purposes. The proposed project would not convert farmland to non-agricultural use. The proposed project is a bridge replacement along an existing road and would not result in other changes that could convert farmland to non-agricultural uses.

c, d, e) ***No Impact.*** No forest land is present in the project area. The proposed project would not result in a loss of forest land or conversion of forest to non-forest use.

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

Environmental Setting

The project area is in the Mountain Counties Air Basin. 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 Mountain Counties Air Basin relates 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 gases (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 County has been designated as nonattainment for both federal and state ozone standards and for the state PM_{10} and federal $PM_{2.5}$ standards and is in attainment or unclassified status for other pollutants (California Air Resources Board 2013).

Air quality is regulated by the El Dorado County Air Quality Management District (AQMD). 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 the designated No.1 of 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 (human-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 Pacing Materials):** Limits emissions of ROGs from the use of cutback and emulsified asphalt paving materials, paving, and maintenance operations.

- **Rule 233 (Stationary Internal Combustion Engines):** Limits emissions of NOx 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:

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

Sources of pollutants in the project vicinity include vehicle emissions, wood-burning stoves in nearby residences, other residential activities, and periodic construction activities. Sensitive receptors near the project area include residents in homes along Hanks Exchange Road and adjacent to the project area.

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 is used to estimate emissions from linear project such as roadway and bridge construction. The RCEM uses four "construction periods" which includes grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade, and paving.

Table 2 illustrates the assumed equipment usage during each of these four construction periods based on similar bridge projects. The project also assumes 20-working days per month for 14 months with water trucks and 8 hours per day of equipment usage. Table 3 shows the construction emissions estimated by the RCEM.

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

Table 2. Construction Equipment and Quantity

Construction Period	Equipment Estimate-8 hours standard working day	
	Quantity	Type
Grubbing/Land Clearing	1	Excavator-10 days
	1	Bulldozer-10 days
	2	Signal Board-15 days
Grading/Excavation	1	Bulldozer-10 days
	1	Excavator-10 days
	1	Grader-10 days
	1	Roller-10 days
	1	Loader-10 days
	1	Scraper-10 days
	2	Signal Board-15 days
Drainage/Utilities/Sub-Grade	1	Air Compressor-8 days
	1	Generator Set-8 days
	1	Grader-8 days
	1	Compactor-8 days
	1	Pump-12 days
	1	Forklift-8 days
	1	Backhoe-8 days
	2	Signal Board-15 days
Paving	1	Paver-4 days
	1	Paving Equipment Roller-4 days
	2	Signal Board-5 days
	1	Backhoe-4 days

Table 3. RCEM Construction Emissions Estimates

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	1.64	13.83	21.61	2.88	0.88	2.00
Grading/Excavation	4.08	33.37	46.87	4.20	2.20	2.00
Drainage/Utilities/Sub -Grade	3.05	24.07	31.51	3.71	1.71	2.00
Paving	0.98	9.66	13.27	0.59	0.59	0.00

Notes: Data entered into RCEM: project start year: 2019, project construction time (months): 14, total project area (acres): 3.5, project length (miles): 0.2, maximum area of disturbed/day (acres): 0.2, water trucks used, haul truck capacity (cubic yards): 24, Import and export volume (cubic yards per day): 120 each.

Discussion of Impacts

a, b) ***Less Than Significant Impact.*** Construction activities would result in short-term increases in emissions and dust from the use of heavy equipment that generates dust, exhaust, and tire-wear emissions; soil disturbance; materials used in construction; and construction traffic. This would include fugitive dust (PM_{10} and $PM_{2.5}$) from ground-disturbing activities and both reactive organic compounds (ROG) and nitrogen oxide (NOx) emissions from vehicle and equipment operations. Construction-related emissions and dust would be minimized through compliance with applicable AQMD rules, including Rule 223 Fugitive Dust – General Requirements and Rule 223-1 Fugitive Dust – Construction Requirements. These rules regulate fugitive dust generated by construction activities. In compliance with Rule 223-1, a fugitive dust plan will be prepared and submitted to the County AQMD for approval prior to construction. Construction activities would result in short-term increases in emissions of ROG, NOx, and PM10 from vehicle and equipment operation. These temporary emissions would not exceed the County's significance thresholds.

During construction, the temporary closure of one travel lane along Hanks Exchange Road would temporarily delay travelers along the road, but traffic control measures would ensure access is maintained through the project area. The temporary delays would not increase overall trips in the area or result in increased vehicle emissions from daily traffic. The new bridge is not designed to increase traffic along, or the capacity of, Hanks Exchange Road; it would improve safety conditions for travelers using the road. There will be no growth inducing impacts from the project that will increase the use of Hanks Exchange Road. Long-term emissions from traffic using Hanks Exchange Road would be improved over current conditions with the improved roadway geometry, new pavement, and wider bridge.

c) ***Less Than Significant Impact.*** As discussed under items a, b) above, the proposed project would result in minor construction-related emissions. It would not result in a cumulatively considerable net increase of any criteria pollutant. The project would cause short-term air quality impacts as a result of construction activities; however, it would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently designated nonattainment (ozone precursors, $PM_{2.5}$, and PM_{10}).

d) ***Less Than Significant Impact.*** As discussed in a, b) above, construction activities would result in short-term increases in emissions. Residents in homes near the project area could be exposed to temporary air pollutants from construction activities, such as fugitive dust, ROG, NOx, and carbon monoxide. Construction activities would be temporary, lasting approximately 10 months over 1.5 construction seasons, and emissions would not be substantial. In addition, compliance with AQMD Rules would ensure fugitive dust from construction activities remains in the project area or within 50 feet of the disturbed area. Few sensitive receptors are near the project area, and with the minor increase in emissions, sensitive receptors would not be exposed to substantial pollutant concentrations. Air quality impacts would be less than significant.

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

emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would result in less-than-significant odor impacts.

f) ***Less Than Significant Impact.*** Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts because of their ability to trap heat in the atmosphere and affect climate. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

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 of the environmental documents prepared by the lead agencies. These thresholds of significance are only applied to land use projects and are not applicable to construction-only projects such as roadway construction projects. Construction of the proposed project would generate short-term emissions of greenhouse gases. There would be no operational increases in greenhouses gases because there will be no growth inducing impacts from the project that will increase the use of Hanks Exchange Road. Even though the thresholds of significance do not apply to roadway construction projects, the amount of greenhouse gas emissions produced would be far below the bright line threshold of 10,000 (MT) CO2e/year. While the project would have an incremental contribution within the context of the county and region, the individual impact is considered less than significant.

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

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

IV.	**BIOLOGICAL RESOURCES** — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

The habitat communities in the project area include montane hardwood-conifer, montane riparian, annual grassland, and riverine (i.e., Squaw Hollow Creek) (North State Resources, Inc. 2016). Montane hardwood-conifer habitat occurs primarily south of Squaw Hollow Creek on either side of Hanks Exchange Road. Montane riparian habitat occurs as narrow stringers along the north and south banks of Squaw Hollow Creek east of the existing bridge. Annual grassland habitat exists on the north side of Squaw Hollow Creek on either side of Hanks Exchange Road. Squaw Hollow Creek flows from southeast to northwest through the project area. It is a scoured drainage dominated by run and riffle characteristics, with cobble, gravel, and sand substrates. Vegetation within the channel is confined mostly to east of the existing bridge (upstream), where patches of torrent sedge and white alder are found in the bed, and dense patches of Himalayan blackberry occur along the southern bank.

No special-status plant species are expected to be present in the project area based on field surveys conducted in June and July 2015 that included surveys for special-status plants that may occur in the area and a habitat assessment (North State Resources, Inc. 2016). No special-status fish species are expected to be present in Squaw Hollow Creek or downstream of the project area due to downstream barriers and the lack of connectivity to known occupied streams. The foothill yellow-legged frog (*Rana boylii*) may use the project area and is currently a candidate species for listing under the California Endangered Species Act. Squaw Hollow Creek provides suitable aquatic habitat to support foothill yellow-legged frog breeding. No elderberry shrubs that provide habitat for the federally listed valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) occur in the project area, and the federally listed California red-legged frog (*Rana draytonii*) is not likely to occur in the project area based on the distance to known breeding populations (approximately 10 miles east) and lack of breeding habitat in Squaw Hollow Creek in and near the project area.

Special-status animal species that may use the project area include western pond turtle (*Actinemys marmorata*), olive-sided flycatcher (*Contopus cooperi*), yellow warbler (*Dendroica petechia*), and yellow-breasted chat (*Icteria virens*). All of these animals are California Species of Special Concern. The creek provides aquatic habitat and basking locations for western pond turtle, and adjacent uplands could provide potential nesting habitat for the species. Montane hardwood-conifer, montane riparian, and annual grassland habitats provide nesting and foraging opportunities for olive-sided flycatcher, yellow warbler, yellow-breasted chat, and various migratory birds.

Waters of the United States in the project area include Squaw Hollow Creek, a wetland swale, and riparian wetlands, which encompass approximately 0.469 acre (North State Resources, Inc. 2015). Squaw Hollow Creek is approximately 10 to 20 feet wide in the project area. The wetland swale is located on the west side of Hanks Exchange Road just north of Squaw Hollow Creek in a topographic depression, which extends from the northern extent of the project area to the creek. The wetland swale supports hydrophytic grasses and forbs and conveys sheet flow from Hanks Exchange Road and the surrounding hillsides to Squaw Hollow Creek. The riparian wetlands occur as a narrow stringer of white alder trees growing along the banks of Squaw Hollow Creek, east of the existing bridge.

Discussion of Impacts

a) ***Potentially Significant Impact Unless Mitigation Incorporated.*** Construction activities could adversely affect foothill yellow-legged frog, western pond turtle, olive-sided flycatcher, yellow warbler, yellow-breasted chat, and other nesting migratory birds. The realignment of the roadway approaches to Squaw Hollow Creek Bridge would affect approximately 2 acres of montane hardwood-conifer and annual grassland habitats. The new bridge would be located slightly west of the existing bridge and would span Squaw Hollow Creek, minimizing permanent impacts on the creek. The proposed project would result in a negligible loss of habitat. Implementation of mitigation measure 3 would ensure that no active nests or habitats are destroyed during construction.

Construction activities could introduce invasive plants into the project area from seeds or plant material on equipment, if it is not washed prior to entering the project area. Ground disturbance could encourage the spread of invasive plants already present in the project area by creating conditions that are more favorable for invasive plants than native plants. Equipment used in the project area could expose seeds of the existing invasive species or introduce other invasive plants, which could degrade habitat in and near the project area. Implementation of Mitigation Measure 1 would reduce the potential for invasive plants to be introduced or spread into the project area.

Direct impacts on foothill yellow-legged frog and western pond turtle could include harassment, injury, and mortality of individuals during construction activities near the creek. Indirect impacts could result from the degradation of aquatic habitat and water quality due to erosion and sedimentation, accidental fuel leaks or spills, and the removal of vegetation along the creek. Implementation of BMPs would ensure that impacts on aquatic habitat would be less than significant. Although the potential for direct impacts is low, the potential direct impacts could be significant if individual frogs or turtles are wounded or killed. Implementation of Mitigation Measure 2 would reduce the potential for direct impacts and ensure that impacts on these species are less than significant.

Direct impacts on nesting special-status and migratory bird species could occur if active nests are destroyed during construction or if construction activities disturb nesting or breeding activities. These types of impacts could result from vegetation removal along Hanks

Exchange Road or Squaw Hollow Creek prior to bridge installation or other construction activities near active nest sites. Indirect impacts from human activity and noise can result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests or young, if active nests are present in the immediate vicinity of the construction area. Impacts on nesting birds would be significant if nesting activity is disrupted. Implementation of Mitigation Measure 3 would reduce the potential for adverse impacts on nesting migratory birds during construction, and impacts would be less than significant.

Mitigation Measure 1: Implement measures to prevent the spread of invasive plant species.

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

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.
- If project implementation calls for mulches or fill, they will be weed free.
- Any seed mixes or other vegetative material used for re-vegetation of disturbed areas will consist of locally adapted native plant materials.
- All temporary disturbance areas (e.g., staging areas) will be identified on construction drawings/plans and the boundaries will be delineated in the field with flagging prior to the initiation of construction activities.
- All temporarily disturbed areas will be returned to pre-project conditions upon completion of construction and will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. These areas will be properly protected from washout and erosion using appropriate erosion control devices including coir netting, hydroseeding, and revegetation. In sloped areas, additional erosion control measures will be applied including erosion control blankets and biodegradable fiber rolls.

Mitigation Measure 2: Implement construction measures to reduce impacts on foothill yellow-legged frog and western pond turtle.

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

- Environmental awareness training will be conducted by a qualified biologist prior to onset of the work for construction personnel to brief them on how to recognize foothill yellow-legged frog, western pond turtle, and other special-status animals that may occur in the project area.
- To avoid potential injury or mortality to foothill yellow-legged frogs or western pond turtle using vegetated areas for cover along Squaw Hollow Creek, initial vegetation clearing (i.e., removal of small trees, shrubs, brush, and tall dense grasses) along Squaw Hollow Creek will be done manually using hand tools (e.g., chainsaw, lopper, weed whacker). The vegetation will be cut to ground level and be removed from the work area by hand.

- Squaw Hollow Creek outside the work area will be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact will be limited to the minimum necessary to achieve the proposed project goal. This goal includes locating access routes and construction areas outside of the creek to the maximum extent practicable. The flagged areas will confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on natural habitats in the project area.

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

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

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

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

- If foothill yellow-legged frog remains on the CESA candidate species list or is formerly listed under CESA at the time of project construction, CDFW will be contacted prior to project construction to determine if additional measures may be necessary. These measures may include, but are not limited to, worker environmental awareness training, preconstruction surveys, biological monitoring, and additional coordination with CDFW if foothill yellow-legged frogs are detected in or near the work area.

- If western pond turtles or their nests are encountered in the project area during construction and may be harmed by construction activities, work will stop in the area and the County will notify the California Department of Fish and Wildlife (CDFW). Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the work area. If a pond turtle nest is discovered during construction activities, a qualified biologist will flag the site and determine if construction activities can avoid affecting the nest. If the nest cannot be avoided, it will be excavated and relocated at a suitable location outside of the construction impact zone by a qualified biologist in coordination with CDFW. If an injured or killed western pond turtle or foothill yellow-legged frog is found, work will stop in the area and CDFW will be notified. Activities with the potential to injury or kill additional individuals shall be halted until appropriate conservation measures have been developed by a qualified biologist.

Mitigation Measure 3: Conduct pre-construction surveys for nesting birds and establish construction-free buffer zones around active nest sites.

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

- Because construction activities cannot avoid the avian breeding season, the County will retain a qualified biologist to conduct a pre-construction survey of the project area and a 250-foot buffer, as access is available, to locate active bird nests and identify measures to protect the nests. The pre-construction survey will be performed between February 15 and August 31, but no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs, another pre-construction survey will be performed.

- If active nests are found during the pre-construction survey, the County will coordinate with a qualified biologist and CDFW, as necessary, on additional protection measures, such as establishment of a buffer around the nest tree. No construction activity will be conducted within this zone during the nesting season (February 15 and August 31) or until such time that the biologist determines that the nest is no longer active or the nesting activity would not be disrupted. The buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and will avoid entering the buffer zone during the nesting season.

b, c) ***Potentially Significant Impact Unless Mitigation Incorporated.*** The new bridge would span Squaw Hollow Creek, and the abutments and rock slope protection would be on the banks of the creek, outside the ordinary high water mark. Bridge installation and other activities near the creek would be scheduled during the summer months when flows are lowest, and flows in the creek would be temporarily diverted through the work area during construction. The temporary diversion dam and pipeline would affect less than 0.001 acre or 20 linear feet of the creek, and about 200 feet of the creek would be dewatered during construction. No permanent impacts on the creek or riparian wetlands are anticipated. The new bridge and the realignment Hanks Exchange Road may require the removal of trees rooted in the banks of Squaw Hollow Creek.

Modification of the roadway approach to the bridge from the northern side would require the placement of fill material (e.g., asphalt and roadway fill) into a wetland swale. Based on current designs, an estimated 0.02 acre of the wetland swale would be permanently filled. Overall, the project has been designed to minimize impacts on Squaw Hollow Creek and the wetlands to the greatest extent feasible.

BMPs would be implemented during construction activities to protect water quality in Squaw Hollow Creek. The modified roadway could result in a net loss of wetlands, and other construction activities in waters of the United States could result in significant impacts. Compliance with the terms of a Nationwide Permit, Water Quality Certification, and Streambed Alteration Agreement, if necessary, and implementation of Mitigation Measure 5, which requires compensatory mitigation for the loss of wetlands, would reduce impacts to less than significant.

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

- The County will comply with the terms of a Clean Water Act Section 404 permit issued by the U.S. Army Corps of Engineers (Corps) and Section 401 water quality certification issued by the Regional Water Quality Control Board (RWQCB) for activities involving the discharge of fill material into Squaw Hollow Creek or the wetland swale. For activities in and along Squaw Hollow Creek, the County will also comply with terms of a Streambed Alteration Agreement with the CDFW (if determined necessary by the CDFW). The actual project impacts will be calculated once final designs are available and during the permit application process. Prior to any discharge of dredged or fill material into Squaw Hollow Creek or the wetland swale, the required permits and authorizations will be obtained from the respective agencies. All terms and conditions of the required permits and authorizations will be implemented.

- Based on the final designs, if unavoidable permanent impacts on wetlands are anticipated to exceed 0.10 acre, the County will compensate for the loss of wetlands through payment into an in-lieu fee program or mitigation bank identified in coordination with the Corps. The specific mitigation ratio will be identified in coordination with the Corps and will provide at least a 1:1 replacement ratio for impacts on wetlands.

- All waters of the United States temporarily affected by project construction will be restored as close as practicable to their original conditions.

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

e) ***Less than Significant Impact.*** The County will retain as many trees in the project areas as possible; however, the proposed project could result in the removal of up to 38 trees. Tree species which may be removed include alder (*Alnus* sp.), incense-cedar (*Calocedrus decurrens*), oaks (*Quercus* spp.), and pines (*Pinus* spp.).

The 38 trees which may require removal include 14 oak trees ranging in size from 6 to 37 inches in diameter at breast height (DBH) and 24 alder, incense-cedar, and pine trees ranging in size from 6 to 39 inches DBH. The tree species that may require removal are common in the area, and their removal would not result in a significant reduction of trees in the general area. Furthermore, the removal of up to 38 trees would neither significantly alter the existing landscape, nor significantly alter the overall visual setting of the project area.

The alder, incense-cedar, and pine trees which may be removed as a result of the proposed project are not protected under local ordinances or policies. However, the 14 oak trees which may be removed are protected under the County's Oak Resources Conservation Ordinance (Ordinance). The Ordinance as it is currently defined, protects individual native oak trees with a single trunk diameter measuring between 6 and 36 inches in DBH; or for trees with multiple trunks, a cumulative DBH measuring between 10 and 36 inches. Heritage trees under the Ordinance are defined as any native oak tree with a trunk(s) measuring greater than 36 inches DBH. Per Section 130.039.050 D of the proposed Ordinance, County road projects including widening and realignment projects which are necessary to protect public health are exempted from the Ordinance. Impacts to heritage trees, individual valley oak trees, and valley oak woodlands are not exempt under Section 130.039.050 D. Therefore, the project will prepare an Oak Resources Technical Report by a qualified professional prior to the

removal of any oak trees. The report will identify non-exempt trees (heritage trees and valley oak trees) that would be impacted by the proposed project. An Oak Tree Removal Permit shall be submitted and the project will compensate for the loss of any non-exempt trees through the payment of an in lieu fee to the Oak Woodland Conservation Fund.

The removal of 14 oak trees would not constitute a significant impact on protected oak woodlands, nor would it conflict with local policies or ordinances, the impact is considered to be less than significant.

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

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

Environmental Setting

Prior to the large scale emigration of Euro-Americans beginning in the middle decades of the 19th century, Native American groups identified as the Southern Maidu or Nisenan inhabited the Pleasant Valley region. Traditionally, the southern boundary of Nisenan territory was to the south of present-day Highway 50 (Wilson and Towne 1978). Although cultural group boundaries were almost never as well-defined as depicted in historic references and today's literature, in general, the project area was almost certainly associated more with the Nisenan than the Miwok to the south. Traditionally, this territory covered the area from Sacramento in the southwest, east to the Cosumnes River and up the foothills to the Sierra Nevada crest, north along the crest to the headwaters of the North Fork of the Yuba River, west along the Yuba River to the Feather River just above present day Marysville, and south to the confluence of the Feather River and the Sacramento River.

The Nisenan adopted a loose political organization with six primary tribelet centers based around several main villages, with smaller settlements and temporary camps as satellites. The area between the Cosumnes River and the South Fork of the American River, particularly the area around modern-day Placerville, was controlled by one such tribelet. In the foothills, villages were located on large flats near creeks or on ridges. Buildings in these villages included conical shaped houses covered in bark, skins, and brush; acorn granaries; large earth covered semi-subterranean dance houses; and brush shelters (Dixon 1905, Kroeber 1925, Wilson and Towne 1978). Bedrock mortar stations were also found within

or near settlements. Three years after the discovery of gold at Sutter's sawmill on the American River in 1848, the entirety of the Nisenan territory was occupied by miners and settlers.

During the early years of the Gold Rush, small mining claims were established in the Hanks Exchange area and along Squaw Hollow Creek. During the Gold Rush a mining settlement was established near the intersection of Pleasant Valley Road and Hanks Exchange Road. During this period, mining water conveyance ditches were constructed crossing Squaw Hollow Creek to the east of the project area, and crossing Hanks Exchange Road to the north following the contours of the surrounding hills. As a part of the system, an earthen dam was built on Squaw Hollow Creek about 100 feet east of Hanks Exchange Road, between 1853 and 1861. The ruins of this dam are still in place on the Fausel property (Brookshear and McMorris 2015).

Due to the discovery of gold in the mid-1800s, El Dorado County became a focus of placer mining, and economic ventures in lumber and agriculture began to appear to support the mining. The discovery of gold created a rapid influx of fortune seekers and settlers pursuing gold or building farms, towns, and supporting infrastructure. During the late 19th and early 20th centuries the foothills were primarily an agricultural region dotted with stock raising ranches. During this time the main economic theme of the area focused on agriculture, particularly livestock grazing. By the mid-20th century, urban in-filling of the Sierra Nevada foothills had re-defined the modern landscape from rural agriculture to suburban community.

Archived records, historical documents, and prior investigations identify three previously documented cultural resources sites that reflect prehistoric, ethnographic, and historic-era occupation of the general area within 0.5 mile of the project area (North State Resources, Inc. 2016a). Hanks Exchange Road at Squaw Hollow Creek Bridge (No. 25C0053) is not eligible for listing as a historic bridge according to the Caltrans Historic Bridge Inventory. Field surveys revealed two isolated features consisting of a heavily weathered fragment of milled timber and a metal (iron/steel) strip about 3 inches wide partially buried in the bed of Squaw Hollow Creek, just to the west of the existing bridge. Both of these resources were determined to be isolated features exempt from further evaluation under Attachment 4 of the 2014 Amended Programmatic Agreement.

A mid-19th century ranch complex (Fausel Ranch), including a residence, a barn, and several ranch/farm-related buildings and structures are located adjacent to or near the project area (Brookshear and McMorris 2015). The Fausel Ranch farm was a small part of the sustenance farming that began in the mid-nineteenth century to support miners in the Mother Lode region. Farms producing wine and a variety of crops were operating by 1877 when the Fausels took over the earlier Taylor farm; and the Fausel family continues to operate the Fausal Ranch to this day. No historic features or structures of the Fausel Ranch would be affected by the project.

Because of the presence of archaeologically sensitive landforms in the project area and the known cultural resources in the vicinity, NSR conducted an Extended Phase I (XP-1) archaeological investigation on February 17, 2016 to determine the presence or absence of buried cultural deposits in the project area. Excavations were monitored by Mr. Justin Acuna, a representative of the United Auburn Indian Community. The XP-1 investigation was conducted where the greatest amount ground disturbance would occur during project construction. Subsurface investigations consisted of two backhoe trenches and two shovel-test units (STUs) along the project alignment realignment. STU excavations on the west side of Hanks Exchange road to the north of Squaw Hollow Creek resulted in the discovery of a potentially significant archaeological feature (Feature 1) consisting of burned earth and stone alignment. A geophysical survey of the area conducted by Tremaine & Associates in October of 2016 identified anomalies (A1 and A2) in the immediate area of NSR's discoveries. These anomalies suggested that

additional buried features or other archaeological occurrences could present within the project area in the vicinity of Feature 1.

Given the results of the XP-1 and the geophysical investigations, a Phase II Archaeological Evaluation (AE) field investigation was conducted by Pacific Legacy from June 20, 2017 through June 28, 2017. This investigation included 17 hand-excavated STUs, one 1x1 meter control unit and three mechanically excavated trenches; and was monitored by a monitor from the Shingle Springs Band of Miwok Indians. The findings of the Phase II AE investigation suggest that sensitive historical and archaeological resources are not present within the project area. Therefore, the project is not anticipated to result in impacts on sensitive historical or archaeological resources.

Discussion of Impacts

a, b) ***Less than Significant Impact.*** The results of the cultural resource investigations indicate that sensitive historical and archaeological resources are not present within the project area. No historic features or structures of the Fausel Ranch would be affected by the project; and the project would not adversely affect historical resources of the Fausel Ranch. Therefore, the project is not anticipated to result in impacts on sensitive historical or archaeological resources. Further, the County would require compliance with its standard contract provisions, including halting construction in the vicinity of a potential cultural resource find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction. Impacts are considered to be less than significant.

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

d) ***Less than Significant Impact.*** Based on the prehistoric, ethnographic, and historic uses of the area and the current disturbed nature of the project area, human remains are not expected to be encountered during construction activities. As a standard contract provision, construction crews will be required to cease work in the event of an unanticipated discovery of possible human remains and to notify the County, County Coroner, Native American Heritage Commission, or other appropriate entity to allow the remains to be evaluated and properly treated if necessary. Compliance with the County's standard provisions would ensure that any potential impacts on human remains are less than significant.

VI. GEOLOGY AND SOILS — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐

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

Environmental Setting

El Dorado County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Basin and Range province. The Sierra Nevada province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity are factors that led to the east-west orientation of stream channels (El Dorado County 2004). The underlying geologic unit of the project area and surrounding area is Paleozoic marine rocks (limestone or dolomite).

Seismicity and Fault Systems

Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides, avalanches, and structural hazards. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity (El Dorado County 2003). No active faults have been mapped in the county, and none of the known inactive faults has been designated as an Alquist-Priolo Earthquake Fault Zone. The distribution of known faults in El Dorado County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. The nearest fault to the project area is the inactive Western Branch of the Melones Fault Zone, approximately two miles to the west (El Dorado County General Plan 2004).

Soils

Soil types in the project area include Auberry very rocky coarse sandy loam, Josephine very rocky silt loam, Josephine-Mariposa very rocky loams, and mixed alluvial land as described below (Natural Resources Conservation Service 2015).

- **Auberry coarse sandy loam, 15 to 30 percent slopes:** The Auberry series consists of moderate depth, well drained soils that formed from weathered granite and/or granodiorite. This soil type occurs in the southern portion of the project area and has a moderate expansion potential.

- **Josephine very rocky silt loam, 9 to 50 percent slopes:** The Josephine series consists of moderate depth, well-drained soils. This soil type occurs in small slivers in the northern portion of the project area and has a moderate expansion potential.

- **Josephine-Mariposa very rocky loams, 15 to 50 percent slopes**: The Josephine-Mariposa series consists of shallow, well drained soils that formed from weathered metamorphic rock, schist, or slate. This soil type occurs in a small area in the southwestern portion of the project area and has a moderate expansion potential.

- **Mixed alluvial land, 2 to 5 percent slopes:** Mixed alluvial land consists of moderate depth, somewhat poorly drained soils that formed from volcanic and sedimentary rock. This soil type occurs in the majority of the central and northern portions of the project area and has a low expansion potential.

Discussion of Impacts

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

a-ii) ***Less than Significant Impact.*** Seismic activity in the region could cause ground shaking in the project area. The risk of seismic activity occurring would not change with the implementation of the proposed project. The proposed project, specifically the new bridge, would be designed in accordance with Caltrans and California Building Code requirements for seismically active regions. Earthquake activity would have a negligible effect on the new bridge and road, resulting in less-than-significant impacts on public safety.

b) ***Less than Significant Impact.*** The proposed project would require grading and earthwork as part of the road improvements. Approximately 3,000 cubic yards of material would be excavated, and an estimated 2,000 cubic yards of this excavated material would be used as on-site fill. As described in the project description (Section 2.4), the contractor would comply with the El Dorado County Grading Ordinance and Storm Water Management Plan for Western El Dorado County and would implement BMPs to reduce the potential for soil erosion during construction activities. Implementation of these BMPs would ensure impacts from soil erosion are less than significant.

c) ***Less Than Significant Impact.*** The project area is not in an area of geologic or soil instability; however, a steep hillside is present along the western side of Hanks Exchange Road south of the creek. A retaining wall, approximately 260 feet long with a drainage swale may be installed on the west side of Hanks Exchange Road, south of the existing bridge, to

stabilize this steep slope and minimize the risk of landslide, resulting in a less-than-significant impact.

d) ***Less Than Significant Impact.*** Some of the soil types underlying the project area are considered to be moderately expansive. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement, resulting in a less-than-significant impact.

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

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

Environmental Setting

Hazardous materials and waste are substances that are considered toxic, ignitable, corrosive, or reactive (as defined in California Code of Regulations, Title 22, Sections 66261.20-66261.24). The release of hazardous materials into the environment could contaminate soils, surface water, and groundwater supplies. Under Government Code Section 65962.5, the California Department of Toxic Substances Control maintains a list of hazardous substance sites. This list, referred to as the "Cortese List," includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the El Dorado County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) maintains files on hazardous material sites. Most hazardous materials regulation and enforcement in El Dorado County are overseen by the El Dorado County Environmental Management Department, which refers large cases of hazardous materials contamination or violations to the RWQCB and the State Department of Toxic Substances Control. Other agencies, such as the El Dorado County AQMD and the federal and state Occupational Safety and Health Administrations, may also be involved when issues related to hazardous materials arise.

No hazardous substance sites from the Cortese List have been identified in the project area, and none are located within 1 mile (California Department of Toxic Substances Control 2016).

A private airstrip is located approximately 0.3 mile south of the project area off of Livingstone Lane. This airstrip is situated between several rural residences and is oriented in a northeast to southwest direction, such that airplanes taking off and landing from this strip do not fly directly over the project area.

The project area lies within the State Responsibility Area with regards to fire protection, which means the State provides fire response services. No federal lands are in the project area. Fire hazard can be defined as the amount, condition, and structure of fuels that will burn if a fire enters an area. The project area is designated by the California Department of Forestry and Fire Protection (2007) as having a moderate fire hazard safety rating.

Discussion of Impacts

a, b) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities for equipment maintenance (e.g., fuel and solvents) and roadway resurfacing. Hazardous materials may also be stored in staging areas. Use of hazardous materials would be limited to the construction phase and would comply with applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Construction measures and BMPs would reduce the potential for a hazardous materials spill to occur and would minimize impacts if a spill were to happen. In addition, as described in the project description (Section 2.4), the contractor will be required to prepare a storm water pollution prevention plan or water pollution control plan that identifies project-specific BMPs that would be implemented in accordance with County and Caltrans requirements, which would further reduce the potential for a hazardous material spill.

c, d, e) ***No Impact.*** The project area is not within 0.25 mile of a school or within 2 miles of a public use airport. The project area is not in or near any hazardous materials sites identified on the Cortese List. Therefore, the proposed project would not expose people to hazards associated with airports or hazardous waste site activity.

f) ***No Impact.*** Airplane traffic from a private airstrip approximately 0.3 mile south of the project area does not fly over the project area. The proposed project would not result in any activities that would affect airstrip operations or result in a safety hazard for people residing or working in the project area.

g) ***Less Than Significant Impact.*** The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Traffic control would be provided on Hanks Exchange Road during construction. One controlled 10-foot-wide traffic lane would be maintained throughout construction to allow vehicle traffic across the bridge. As stated in the project description (Sections 2.3 and 2.4), the County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction. In addition, access to adjacent properties will remain open at all times during the construction period.

h) ***Less Than Significant Impact.*** Due to the moderate fire hazard rating in portions of the surrounding area, construction activities, particularly the use of construction equipment and any welding activities, have the potential to result in the ignition of a fire. As a standard contract provision, the County would require a fire plan to reduce the potential for accidental ignitions. Water used for dust control would help maintain soil moisture and provide a source of water for extinguishing a fire.

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

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

VIII. HYDROLOGY AND WATER QUALITY — Would the project:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
e)	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The project area is in the South Fork American River U.S. Geological Survey Hydrologic Map Unit (Map Unit Number 18020129), which is part of the Sacramento River below Shasta Dam basin (U.S. Geological Survey, 2014). Squaw Hollow Creek, a perennial stream that flows westerly through the project area, is the primary drainage feature in the project area. Squaw Hollow Creek originates a few miles upstream. From the project area, it flows approximately 14 miles downstream in a westerly direction through a network of watercourses into the Middle Fork Cosumnes River. Beneficial uses of the Cosumnes River, as identified in the Basin Plan for the Sacramento River and San Joaquin River Basins (Central Valley Regional Water Quality Control Board 2011), include municipal and domestic supply, irrigation, stock watering, contact recreation, canoeing and rafting, other noncontact recreation, warm and cold freshwater habitat, warm migration habitat, warm and cold spawning habitat, and wildlife habitat. Squaw Hollow Creek is not listed as an impaired water body under Section 303(d) of the Clean Water Act (Central Valley Regional Water Control Board 2010).

The project area is in Zone X, which is outside the 100-year floodplain (Federal Emergency Management Agency 2008).

Discussion of Impacts

a) ***Less than Significant Impact.*** Construction activities would disturb and expose soil within the stream channel beneath the bridge and at the location of the diversion dam. These activities could discharge sediment into runoff during precipitation or storm events, which could be carried into downstream creeks and rivers and affect water quality. As a standard contract requirement, the County would require the contractor to comply with the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, which requires preparation of a site-specific storm water pollution prevention plan or water pollution control plan. BMPs will be implemented during construction activities to minimize

discharge of pollutants from construction activities. BMPs may include those related to structure demolition/removal over or adjacent to water, temporary stream crossings, stream bank stabilization, clear water diversions, material equipment use over water, and others as applicable. Implementation of BMPs in accordance with County and Caltrans requirements and construction activities during the drier summer months would ensure project impacts on water quality are less than significant.

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

c, d, e) ***Less Than Significant Impact.*** The proposed project would require the placement of a diversion dam to facilitate temporary dewatering of approximately 200 linear feet of Squaw Hollow Creek during construction of the new bridge. A temporary alteration of drainage patterns in the dewatered area would occur during construction, but the dam would be removed at the end of the construction season to restore flows to normal conditions. The dam is not expected to create flooding because it would be in place only when stream flows are lowest. The new bridge and wider roadway approaches would result in a minor increase in impervious surface area, which would result in a negligible increase in surface runoff entering the creek. BMPs would be implemented during construction to reduce the potential for erosion. The temporary alteration of Squaw Hollow Creek flows and additional impermeable surface area would result in less-than-significant impacts on water quality and flooding.

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

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

IX.	**LAND USE AND PLANNING** – Would the project:	***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The project area is in unincorporated El Dorado County approximately 4 miles south of Placerville. Land uses in the vicinity of the project area include rural residential, agricultural, and grazing. The project area is designated for Agricultural Lands and zoned as Planned Agricultural-20 acre (El Dorado County 2015). The El Dorado County General Plan provides policies and implementation strategies for management of the resources in the unincorporated area, and the Zoning Ordinance provides direction on allowable uses

and facilities in each zone. No habitat conservation plans have been adopted for the area. The County is in the process of preparing an Integrated Natural Resources Management Plan, but it has not yet been adopted.

Discussion of Impacts

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

b, c) ***No Impact.*** The proposed project would not conflict with the El Dorado County General Plan and is included in the El Dorado County Capital Improvement Program. The proposed project could require right-of-way acquisition of a small amount of land from a parcel in the northern portion of the project area designated and zoned for agricultural use. This land is not currently being used for agriculture. The proposed road improvements are consistent with the Circulation Element of the General Plan, and the project is included in the El Dorado County Capital Improvement Program, adopted by the County Board of Supervisors. No habitat conservation plans or natural community conservation plans have been adopted for the project area.

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

Environmental Setting

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

Discussion of Impacts

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

XI.	**NOISE** — Would the project result in:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The El Dorado County General Plan Noise Element identifies several policies that regulate construction-related noise and establish acceptable noise levels and standards. Policy 6.5.1.7 requires mitigation to keep non-transportation noise levels below acceptable standards identified in the General Plan. Policy 6.5.1.11 outlines standards for daytime construction and would apply to construction-related noise associated with the project (El Dorado County 2004). In residential communities, maximum noise levels for non-transportation sources are 70 decibels (dB) during daytime hours, 60 dB during evening hours, and 55 dB during nighttime hours.

Ambient noise levels in the project area and vicinity are primarily from vehicular traffic along Hanks Exchange Road. Sensitive receptors in the vicinity include residents along Hanks Exchange Road. The closest residence is approximately 75 feet from the project area.

Discussion of Impacts

a, d) ***Less Than Significant Impact.*** Construction activities would increase noise levels temporarily in the vicinity of the project area and may periodically exceed the noise standards in the General Plan. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. Noise levels for typical construction equipment that may be used are listed in Table 4. Few sensitive receptors are present near the project area. Construction would temporarily increase noise levels in the project area, ranging from about 76 to 88 dB at 50 feet from the activity. Residences more than 50 feet from the project area would be exposed to less noise as noise

levels would be expected to attenuate (decrease) with distance from the source. Some noise would be masked by intervening vegetation and topography between the residences and construction activities. In addition, and as stated in the project description (Section 2.4), the project will comply with General Plan Policy 6.5.1.11 pertaining to construction noise. Nighttime work would be allowed if nighttime construction activities would alleviate traffic congestion and safety hazards. The project would coordinate with nearby residents if nighttime work would occur. This would minimize potential impacts associated with construction noise. Construction noise would be temporary and would not substantially increase noise levels in the project area for extended periods.

Table 4. Typical Construction-Related Noise Levels

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

Source: Federal Transit Administration 2006

b) ***Less Than Significant Impact.*** Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. If blasting is required for bridge abutment installation, it would occur around the new bridge location and could result in periodic temporary generation of groundborne vibrations. Impacts from groundborne vibrations are not expected to cause vibration levels capable of affecting nearby structures based on the distance of the new bridge from residences (approximately 100 feet).

c) ***No Impact.*** Because the proposed project is not traffic-inducing (i.e., traffic levels will not increase), and the realigned roadway and bridge will be slightly farther from the closest residence, ambient noise levels in and around the project area would not permanently increase as a result of project implementation. Traffic noise along Hanks Exchange Road would be reduced with the improved roadway geometry, new pavement, and wider bridge.

e) ***No Impact.*** The project area is not within 2 miles of a public use airport.

f) ***No Impact.*** Although the project is approximately 0.3 mile from a small private airstrip, the infrequency of air traffic at this airstrip and the fact that it is oriented in a direction that precludes air traffic flying directly over the project area indicate that airplane noise would not expose construction workers in the project area to excessive noise levels.

XII. POPULATION AND HOUSING — Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The project area is in unincorporated El Dorado County near the community of Hanks Exchange. Several residences occur in the project vicinity.

Discussion of Impacts

a-c) ***No Impact.*** The proposed project includes a bridge replacement and associated road improvements to conform to the new, wider bridge. The new bridge would remain two lanes and, thus, would not increase traffic capacity and induce population growth directly or indirectly. The proposed project would not displace any housing or people.

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

Environmental Setting

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

Discussion of Impact

a) ***No Impact.*** The proposed project would not include elements that would increase the human population or presence in the area, nor would it be associated with population changes or new residential development. Therefore, additional governmental facilities would not be needed for fire protection, police protection, schools, parks, or other public facilities as a direct or indirect result of the project. The project would improve access across Squaw Hollow Creek, and minor traffic delays on Hanks Exchange Road would not impede emergency access to nearby properties, as the construction contract special provisions will require that a traffic management plan be prepared that will include early coordination with emergency response providers to ensure minimal disruption to service during construction.

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

Environmental Setting

No designated recreation or park facilities occur in or near the project area and the project will not add any new recreational facilities.

Discussion of Impacts

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

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

Environmental Setting

Hanks Exchange Road is a two-lane rural road and has an average daily traffic count of about 1,245 trips near the project area. No designated bike routes pass through the project area, and none are proposed along Hanks Exchange Road (El Dorado County Transportation Commission 2010). The nearest major crossroad, Pleasant Valley Road, is approximately 0.4 mile to the northeast of the project area.

Discussion of Impacts

a, b) ***Less than Significant Impact.*** The proposed project is not designed to increase vehicle trips on Hanks Exchange Road; it is intended to improve traffic flow and traffic safety through the area by widening the bridge and modifying the roadway to match the new bridge. No road closures or detours are expected to be necessary during construction, but signs and short-term flagman may be used to alert travelers on nearby roads of construction activities. Although one controlled 10-foot-wide traffic lane would be maintained throughout construction to allow vehicle traffic across the bridge, construction-related activities may temporarily increase traffic delays on the road and across the bridge and could result in increased traffic on other roads in the area during construction. However, the effects of project-related traffic delays would be temporary and limited to a maximum of 1.5 years. In addition, as described in the project description (Sections 2.3 and 2.4), traffic control measures would be in place during the construction phase to alert travelers to potential delays. Also, construction may be conducted at night to avoid major traffic impacts and would be coordinated with nearby

residents. Project implementation would have a less-than-significant impact on traffic loads and level of service in the area.

c) ***No Impact.*** Although located approximately 0.3 mile from a private airstrip, the proposed project would not affect air traffic patterns and would have no effect on air traffic levels or safety.

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

e) ***Less Than Significant Impact.*** Construction activities would require temporary lane closures during construction. Minor delays may be experienced for emergency access along Hanks Exchange Road or to the residences adjacent to the work area. As part of the traffic management plan required under the construction contract special provisions, the County or its construction contractor(s) will coordinate with law enforcement and emergency service providers prior to the start of construction to ensure that construction activities do not impair emergency services and law enforcement response. With implementation of these traffic management measures, emergency access impacts would be less than significant.

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

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

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI.	**TRIBAL CULTURAL RESOURCES** — 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:				
a)	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	☐	☐	☒	☐
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in 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 July 13, 2015, a request was sent to the Native American Heritage Commission (NAHC) to review the Sacred Lands File for culturally significant and sensitive properties that may be affected by the project and to provide a Native American representatives contact list for consultation. The NAHC responded to the request on August 3, 2015 and stated that no properties possessing cultural significance to the Native American community were known to exist in or near the project site. The NAHC also provided a contact list for Native American representatives and tribal organizations. On August 21 and September 1, 2015, letters were sent to the following Native American contacts to determine if they had any interest in or potential concerns with the project:

- Hermo Olanio, Vice Chairman, Shingle Springs Band of Miwok Indians
- Gene Whitehouse, Chairman, United Auburn Community of the Auburn Rancheria
- Eileen Moon, Vice Chairperson, T'si-Akim Maidu
- Darrel Kizer, Chairman, Washoe Tribe of Nevada and California
- Nicholas Fonseca, Chairman, Shingle Springs Band of Miwok Indians
- Darrel Cruz, Washoe Tribe of Nevada and California THPO
- Grayson Coney, Cultural Director, T'si-Akim Maidu
- Marcos Guerrero, Tribal Preservation Committee, United Auburn Community of the Auburn Rancheria
- April Wallace Moore, Nisenan/Southern Maidu
- Daniel Fonseca, Cultural Resource Director, Shingle Springs Band of Miwok Indians
- Judith Marks, Colfax-Todds Valley Consolidated Tribe
- Pamela Cubbler, Colfax-Todds Valley Consolidated Tribe
- Jason Camp, THPO, United Auburn Indian Community of the Auburn Rancheria
- Don Ryberg, Chairman, T'si-Akim Maidu
- Steve Hutchason, Wilton Rancheria (letter sent September 1, 2015)

Two follow-up phone calls were made on September 15 and 24, 2015 to each of the above-listed representatives and tribal organizations. None of the letters or phone calls resulted in any responses regarding potential concerns with the project or any documented or possibly unrecorded cultural resources in the project area.

As presented in Section 3.1-V – Cultural Resources, NSR and its subconsultants conducted multiple cultural resource investigations including an Extended Phase I (XP-1) investigation, a geophysical survey, and a Phase II Archaeological Evaluation (AE) field investigation. Prior to conducting the XP-1, NSR coordinated with the United Auburn Indian Community which provided tribal monitoring services during the field investigation. On July 8, 2016, the County, NSR, and a representative of the Shingle Springs Band of Miwok Indians met at the project location to discuss plans to conduct a Phase II AE and if the Tribe had any specific questions or concerns. The Phase II AE field investigation was conducted in June 2017 and tribal monitoring services were provided by the Shingle Springs Band of Miwok Indians.

After completion the cultural resource investigations, it was determined that sensitive cultural resources are not present within the project area. On February 26, 2018, the County sent emails to the United Auburn Indian Community and the Shingle Springs Band of Miwok Indians to: 1) inform them that the County has determined that the project would not result in significant impacts on sensitive cultural resources; 2) identify the standard contract provisions that address the unanticipated discovery of cultural resources or human remains during construction; 3) inform them that the County intends to begin the public review period for the Initial Study / Mitigated Negative Declaration on March 14, 2018; and 4) solicit any additional comments or concerns regarding the project or cultural resources. The County requested responses from the United Auburn Indian Community and the Shingle Springs Band of Miwok Indians by March 12, 2018. The Shingle Springs Band of Miwok Indians responded by email on February 27, 2018 and requested that a tribal monitor be present during ground-disturbing activities. The County will coordinate with the Shingle Springs Band of Miwok Indians prior to project construction to accommodate a tribal monitor as necessary. No response was received from the United Auburn Indian Community by March 12, 2018, but the United Auburn Indian Community responded on March 20, 2018 requesting the presence of a tribal monitor which will be coordinated with the Shingle Springs Band of Miwok as stated.

Discussion of Impacts

a, b) ***Less than Significant Impact.*** The County coordinated with the United Auburn Indian Community and the Shingle Springs Band of Miwok Indians during implementation of the cultural resource investigations. Based on the results of the cultural resource investigations, the project is not anticipated to affect Tribal Cultural Resources. Based on the prehistoric, ethnographic, and historic uses of the area and the current disturbed nature of the project area, human remains are not expected to be encountered during construction activities. The County would require compliance with its standard contract provisions, which include halting construction in the vicinity of a potential cultural resource find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction; and stopping work in the event of an unanticipated discovery of possible human remains and notifying the County, County Coroner, Native American Heritage Commission, and other appropriate entities to allow the remains to be evaluated and properly treated if necessary. Compliance with the County's standard provisions would ensure that any potential impacts are less than significant.

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

Environmental Setting

Utilities located within and adjacent to the project area include overhead electrical and telephone lines and an underground waterline. The closest landfill is the Western El Dorado Recovery System transfer and processing facility located near Pleasant Valley Road and Diamond Road in Diamond Springs, about 3.5 miles northwest of the project area (California Integrated Waste Management Board 2015). It has a permitted capacity of 400 tons per day and accepts commercial and residential waste throughout the week.

Discussion of Impacts

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

c) ***Less than Significant Impact.*** Roadside drainage would be modified and improved to match the new roadway, and a drainage ditch associated with an approximately 260-foot-long retaining wall may be installed on the west side of Hanks Exchange Road, south of the existing bridge. In addition, a drainage culvert would be installed under Hanks Exchange Road (north of the new bridge) to convey runoff under the road. Construction of new water

drainage facilities would result in minor soil disturbance and vegetation removal, and associated impacts would be less than significant.

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		***Potentially Significant Impact***	***Potentially Significant Unless Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) ***Potentially Significant Unless Mitigation Incorporated.*** Construction-related activities could result in impacts on sensitive biological resources. The project is not anticipated to result in impacts on sensitive cultural resources. Standard construction practices and mitigation measures described in this Initial Study would be implemented to ensure minimal impacts on biological resources.

b) ***Potentially Significant Unless Mitigation Incorporated.*** Other bridge replacement projects in the Squaw Hollow Creek watershed, including the Oak Hill Road at Squaw Hollow Creek Bridge (No. 25C0096) Replacement Project, and other road improvement projects along Hanks Exchange Road may be undertaken by the County or Caltrans in the future. These projects may result in cumulative impacts on streams, wetlands, and special-status wildlife species. With the implementation of standard construction practices described in the project description (Sections 2.3 and 2.4) and mitigation measures described for biological resources,

the project would result in individually minor impacts and would not contribute substantially to cumulative impacts, resulting in a less than significant impact.

c) ***Less than Significant Impacts.*** The proposed project, particularly during the construction phase, would result in a variety of temporary impacts on human beings. Potential adverse effects would be related to air quality, noise, traffic, and wildfire hazards. The implementation of construction measures described in the project description (Sections 2.3 and 2.4) would ensure that construction-related impacts on human beings are less than significant, and no long-term impacts are anticipated.

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DETERMINATION

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

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

On the basis of this initial evaluation:

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

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

☐ I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the project MAY have a "Potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Name and Title: Donna Keeler, Principal Planner

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REPORT PREPARATION AND REFERENCES

1.10. Report Preparation

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Jed McLaughlin	Environmental Analyst/Planner
Brendan Cohen	Environmental Specialist
Anna Mae Starkey	Principal Investigator (Archaeology)
Len Lindstrand III	Senior Biologist
Nick Eide	Biologist

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Appendix A

Mitigation Monitoring and Reporting Plan

Mitigation Monitoring and Reporting Plan for the Hanks Exchange Road at Squaw Hollow Creek Bridge (25C0053) Replacement Project

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

March 2018

Adopted by Board of Supervisors on: _____

Introduction

Purpose

The El Dorado County Community Development Agency, Transportation Division (County) has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed Hanks Exchange Road at Squaw Hollow Creek Bridge (25C0053) Replacement Project (proposed project). The County is developing plans to replace Bridge No. 25C0053 on Hanks Exchange Road at Squaw Hollow Creek. The proposed project is described in more detail in the IS/MND.

As described in the IS/MND, the project itself incorporates a number of measures to minimize adverse effects on the environment. The following measures will be contract provisions.

- Construction contract special provisions will require that a traffic management plan be prepared. The traffic management plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic on nearby roads during construction. Minor traffic stoppages or delays on Hanks Exchange Road or nearby roads may be allowed if necessary during project construction to provide access for construction equipment and vehicles into the project area. No road closures or detours are expected to be necessary during construction, but signs and short-term flagman may be used to alert travelers on nearby roads of construction activities.

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

- The contractor will be required to comply with the California Air Resources Board Airborne Toxic Control Measure at Title 17, California Code of Regulations, Section 93106 addressing the use of asbestos-containing materials in surfacing applications.

- Contract provisions will include standard provisions for unanticipated discovery of cultural resources or human remains. This includes: 1) halting construction in the vicinity of a potential cultural resource find and notifying the County to allow evaluation of the resource by a qualified archaeologist prior to resuming construction; and 2) cease work in the event of discovery of possible human remains and notify the County, County Coroner, Native American Heritage Commission, and other appropriate entities to allow the remains to be evaluated and properly treated as necessary.

- Contract provisions will require notification of the County and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any be discovered during project construction.

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

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

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

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

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

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

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

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt MMRPs when they approve projects under a MND. The MMRP 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 identifies the impacts and mitigation measures from the project IS/MND. Each impact discussed within this MMRP is numbered based on the sequence in which it is discussed in the IS/MND. The impact number corresponds with the specific mitigation measures. Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure.

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

Impacts and Associated Monitoring or Reporting Measures

Impact 1: **Degradation of habitats from invasive plant species.**

Mitigation Measure 1: *Implement measures to prevent the spread of invasive plant species.*

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

- All equipment used for off-road construction activities will be weed-free prior to entering the project area.
- If project implementation calls for mulches or fill, they will be weed free.
- Any seed mixes or other vegetative material used for re-vegetation of disturbed areas will consist of locally adapted native plant materials.
- All temporary disturbance areas (e.g., staging areas) will be identified on construction drawings/plans and the boundaries will be delineated in the field with flagging prior to the initiation of construction activities.
- All temporarily disturbed areas will be returned to pre-project conditions upon completion of construction and will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. These areas will be properly protected from washout and erosion using appropriate erosion control devices including coir netting, hydroseeding, and revegetation. In sloped areas, additional erosion control measures will be applied including erosion control blankets and biodegradable fiber rolls.

Implementation: The County will ensure its contractor implements the measures described above.

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

Timing: Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 2: **Potential impacts on foothill yellow-legged frog and western pond turtle.**

Mitigation Measure 2: *Implement construction measures to reduce impacts on foothill yellow-legged frog and western pond turtle.*

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

- Environmental awareness training shall be conducted by a qualified biologist prior to onset of the work for construction personnel to brief them on how to recognize foothill yellow-legged frog, western pond turtle, and other special-status animals that may occur in the project area.

- To avoid potential injury or mortality to foothill yellow-legged frogs or western pond turtle using vegetated areas for cover along Squaw Hollow Creek, initial vegetation clearing (i.e., removal of small trees, shrubs, brush, and tall dense grasses) along Squaw Hollow Creek will be done manually using hand tools (e.g., chainsaw, lopper, weed wacker). The vegetation will be cut to ground level and be removed from the work area by hand.

- Squaw Hollow Creek outside the work area will be staked, flagged, or signed to avoid encroachment by equipment and construction crews. The number of access routes, size of the staging area, and the total area of impact will be limited to the minimum necessary to achieve the proposed project goal. This goal includes locating access routes and construction areas outside of the creek to the maximum extent practicable. The flagged areas will confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact on natural habitats in the project area.

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

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

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

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

- If foothill yellow-legged frog remains on the CESA candidate species list or is formerly listed under CESA at the time of project construction, CDFW will be contacted prior to project construction to determine if additional measures may be necessary. These measures may include, but are not limited to, worker environmental awareness training, preconstruction surveys, biological monitoring, and additional coordination with CDFW if foothill yellow-legged frogs are detected in or near the work area.

- If western pond turtles or their nests are encountered in the project area during construction and may be harmed by construction activities, work will stop in the area and the County will notify the California Department of Fish and Wildlife (CDFW). Upon authorization from CDFW, a qualified biologist may relocate the individual(s) the shortest distance possible to a location containing habitat outside of the work area. If a pond turtle nest is discovered during construction activities, a qualified biologist will flag the site and determine if construction activities can avoid affecting the nest. If the nest cannot be avoided, it will be excavated and

relocated at a suitable location outside of the construction impact zone by a qualified biologist in coordination with CDFW.

- If an injured or killed western pond turtle or foothill yellow-legged frog is found, work will stop in the area and CDFW will be notified. Activities with the potential to injury or kill additional individuals shall be halted until appropriate conservation measures have been developed by a qualified biologist.

Implementation: The County will retain the services of a qualified biologist to train construction crews and relocate special-status animals (if needed), and will ensure the contractor implements the measures described above.

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

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 3: **Potential impacts on nesting birds.**

Mitigation Measure 3: *Conduct pre-construction surveys for nesting birds and establish construction-free buffer zones around active nest sites.*

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

- Because construction activities cannot avoid the avian breeding season, the County will retain a qualified biologist to conduct a pre-construction survey of the project area and a 250-foot buffer, as access is available, to locate active bird nests and identify measures to protect the nests. The pre-construction survey will be performed between February 15 and August 31, but no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs, another pre-construction survey will be performed.

- If active nests are found during the pre-construction survey, the County will coordinate with a qualified biologist and CDFW, as necessary, on additional protection measures, such as establishment of a buffer around the nest tree. No construction activity will be conducted within this zone during the nesting season (February 15 and August 31) or until such time that the biologist determines that the nest is no longer active or the nesting activity would not be disrupted. The buffer zone will be marked with flagging, stakes, or other means to mark the boundary. All construction personnel will be notified of the existence of the buffer zone and will avoid entering the buffer zone during the nesting season.

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

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

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager

Impact 4: **Potential Impacts on Waters of the United States (Squaw Hollow Creek and adjacent wetlands).**

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

- The County will comply with the terms of a Clean Water Act Section 404 permit issued by the U.S. Army Corps of Engineers (Corps) and Section 401 water quality certification issued by the Regional Water Quality Control Board (RWQCB) for activities involving the discharge of fill material into Squaw Hollow Creek or the wetland swale. For activities in and along Squaw Hollow Creek, the County will also comply with terms of a Streambed Alteration Agreement with the CDFW (if determined necessary by the CDFW). The actual project impacts will be calculated once final designs are available and during the permit application process. Prior to any discharge of dredged or fill material into Squaw Hollow Creek or the wetland swale, the required permits and authorizations will be obtained from the respective agencies. All terms and conditions of the required permits and authorizations will be implemented.

- Based on the final designs, if unavoidable permanent impacts on wetlands are anticipated to exceed 0.10 acre, the County will compensate for the loss of wetlands through payment into an in-lieu fee program or mitigation bank identified in coordination with the Corps. The specific mitigation ratio will be identified in coordination with the Corps and will provide at least a 1:1 replacement ratio for impacts on wetlands.

- All waters of the United States temporarily affected by project construction will be restored as close as practicable to their original conditions.

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

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

Timing: Pre-Construction Phase and Construction Phase

Verified By: _____ Date: _____
County Project Manager