
EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

MT. MURPHY BRIDGE REPLACEMENT PROJECT
CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING
CONSIDERATIONS

STATE CLEARINGHOUSE NO. SCH# 2015012056

LEAD AGENCY:
El Dorado County

MAY 2022

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Attachment A. Mitigation Monitoring and Reporting Plan

FINDINGS OF FACT
for the
MOUNT MURPHY BRIDGE (NO. 25C0004)
OVER THE SOUTH FORK OF THE AMERICAN RIVER REPLACEMENT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
(SCH NO. 2015012056)

1.0 INTRODUCTION

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this summary provides information about the environmental impact report (EIR) prepared by El Dorado County Department of Transportation (County) for the proposed replacement of the Mt. Murphy Road Bridge (25C0004) in Coloma (within unincorporated El Dorado County).

The County has a Final Environmental Impact Report (Final EIR) in compliance with CEQA and CEQA Guidelines Section 15162. The Final EIR evaluates the potential environmental effects associated with completion of the Mt. Murphy Road Bridge over the South Fork of the American River Replacement Project (Project).

In approving a Project for which the EIR identifies one or more significant environmental impacts, the approving agency must make one or more of three findings for each identified significant impact accompanied by a brief explanation of the rationale, pursuant to Section 15091 of the CEQA Guidelines. These CEQA Findings of Fact (Findings) have been prepared in accordance with CEQA and the CEQA Guidelines in consideration of the information presented in the Draft EIR and all other relevant information in the Project record.

As the lead agency for the Project under California, Title 14, Section 15367, having certified the Final EIR as adequately addressing the impacts of the Project, the County of El Dorado Board of Supervisors hereby adopts these CEQA Findings.

1.1 PURPOSE AND OBJECTIVES

The purpose of the Project is to replace a fracture critical bridge to improve safety and movement for vehicles, pedestrians, and bicyclists across the South Fork American River (SFAR) in the town of Coloma. County objectives for the Project are discussed in the 2022 Draft EIR and include:

Objective 1. Correct Structural and Functional Deficiencies. The Mt. Murphy Road Bridge has one of the lowest sufficiency ratings for bridges in California. The low score reflects the structural and functional deficiencies that need to be corrected, including load-carrying capacity limits. Similarly, this low sufficiency rating is also a reflection of the bridge's safety to the public as structural deficiencies (and very low ratings) can require bridges to be closed to its users. Bridge closure has been imposed at times for the Mt. Murphy Road Bridge, for example the bridge was closed in 2007 for emergency repairs.

The 2016 Bridge Inspection Report records and describes the following deficiencies: (1) The entire structure is fracture critical due to fracture critical truss members with eyebars and floor beam members; (2) Transverse and longitudinal cracks in the concrete bridge soffit; (3) Transverse cracks in the approach span deck; (4) Spalled concrete on the girder diaphragm at Pier 4; (5) Vertical cracks on the interior faces of the girders; (6) Paint system chipped; (7) Scattered areas of

rust on the steel stringers; (8) Several missing rivets; (9) Truss members have areas of exposed bare steel which is covered in rust; (10) Crack in abutment 1 right wingwall; (11) A vertical, meandering crack along Abutment 7 and its adjacent right side wingwall; and (12) There are minor checks in the timber members of the railings.

Objective 2. Direct Access Across the SFAR in Coloma. The existing narrow, one-lane bridge provides the only direct access across the SFAR in Coloma. The closest alternate route for people on the north side of the SFAR to get to Coloma is Mt. Murphy Road to Marshall Road – an approximate 9-mile drive. Mt. Murphy Road north of Carver Road is a curvy, narrow 15-18 ft mostly gravel road that would require significant road improvements to be considered functional. A replacement bridge, built in two stages, maintains access to residences and businesses on the north side of the river and would maintain and improve emergency vehicle access and response times.

Objective 3. Correct Operational Deficiencies and Improve Safety for Vehicles, Bicycles, and Pedestrians. The Mt. Murphy Road Bridge is a one-lane bridge, with no shoulders, bicycle facilities or pedestrian walkways. Vehicles, pedestrians, and bicycles must share a single, narrow, travel lane which creates safety conflicts. The 1979 MGDShP Master Plan recognized lack of pedestrian walkways and bicycle facilities as a safety concern.

The bridge is frequently used by recreational vehicles to access the Coloma Resort located on the north side of the SFAR. Tour group and school busses park on the north side of the Mt. Murphy Road Bridge and the passengers walk over the bridge to the MGDShP. Pedestrians are frequently seen stepping onto a 1-foot curb adjacent to the concrete barrier walls of the bridge as large RVs pass through the narrow, single-lane bridge.

1.2 BACKGROUND

Mt. Murphy Road Bridge is a one lane structure with no shoulders or sidewalks that crosses the SFAR. The existing narrow, one-lane bridge provides the only direct access across the SFAR in Coloma. Residents, living north of the SFAR, use the existing bridge daily to commute to work, school, shopping, or elsewhere. The closest alternate route is Mt. Murphy Road to Marshall Road – an approximate 9-mile detour. The Mt. Murphy Road Bridge has one of the lowest sufficiency ratings for bridges in California.

The bridge is frequently also used by recreational vehicles to access the Coloma Resort located on the north side of the SFAR. Tour group and school buses park on the north side of the Mt. Murphy Road Bridge and the passengers walk over the bridge to the Marshall Gold Discovery State Historic Park (MGDShP). In 2016 approximately 160,000 to 170,000 people visited the MGDShP (MGDShP 2017). The existing structure is eligible for listing on the National Register of Historic Places (NRHP). The Mt. Murphy Road Bridge is located within the boundary of the Marshall Gold Discovery State Historic Park (MGDShP).

1.3 PROJECT DESCRIPTION

1.3.1 Project Location. The Mt. Murphy Road Bridge (25C0004) is in the community of Coloma in unincorporated El Dorado County. The existing bridge carries Mt. Murphy Road over the SFAR and connects Coloma/ SR 49 with Marshall Road approximately 3 air miles north of the Project site. The bridge is located on the Coloma USGS topographic quad (T11N, R10E, Section 17, Mt. Diablo Meridian) and is in the South Fork American Hydrologic Unit (hydrologic unit code 18020129). The

centroid of the Project site is 38.801596° north, 120.890562° west (WGS84), and its UTM coordinates (Zone 10N) are 683,173 m East; 4,296,874 m North. Topography in the Project area is relatively flat and elevation ranges from approximately 740 to 770 feet above sea level.

Mt. Murphy Road is classified as an off-State Highway System (off-system), local road in the County (Caltrans 2018). The term “off-system” refers to the fact that Mt. Murphy Road is not part of the State Highway System (on-system), whereas SR 49 is “on-system.”

1.3.2 Project Summary. A detailed description of the Project is contained in the Draft EIR. The County preferred alternative is the post tensioned CIP box girder bridge built in two stages. The CIP concrete box girder bridge design provides a low maintenance structure that requires a minimal level of repair during its service life (i.e. biennial inspections, occasional joint replacement, and deck rehabilitation as needed). The total replacement bridge length is 445 ft and is composed of two 130 ft end spans and one 185 ft main span. The proposed new bridge and lane configuration will provide two 11-foot lanes, two 2-foot shoulders, an 8-foot sidewalk, and Caltrans Type 85 barriers. The proposed sidewalk would be on the upstream side of the bridge and tie into Mt. Murphy Road on either side of the new bridge.

Abutments will consist of CIP concrete seat type abutments supported on cast-in-drilled-hole (CIDH) piles. Piers for the replacement bridge would consist of a two-column pier with the option to place an infill wall between the two columns, approximating a pier wall to better match the style and aesthetic of the existing piers. A trestle is needed downstream of the new bridge for the first stage and upstream of the bridge for the second stage to avoid lifting materials with cranes over live traffic. The trestle can provide a span length of 30 feet to accommodate recreational use of the river. A full-length trestle that spans across the river is expected for all three alternatives due to the following reasons: (1) The trestle must extend from the riverbanks to at least the pier locations or falsework bents; (2) A full-length trestle improves contractor access and allows movement of large construction equipment to each side of the river; and (3) Removing construction traffic from the existing structure offers a significant safety benefit.

Staged construction for the Mt. Murphy Bridge replacement requires two construction seasons. The two-stage construction approach allows the existing bridge to remain in service during the first stage of construction until traffic can be shifted to the first stage structure. The first stage of the replacement structure provides a 14-foot-wide travel way for both vehicular and pedestrian traffic, similar to the existing traffic management conditions. The second construction season would then involve installing the upstream trestle, demolishing the remaining portion of the existing structure, building the second stage of the replacement bridge, and completing structure approaches and retaining walls. Construction of the Project is anticipated to begin in 2024 and be completed within two construction seasons. Construction activities would occur Monday through Friday between the hours of 7 a.m. and 7 p.m. and Saturday between the hours of 8 a.m. and 6 p.m.

Replacement of the existing bridge on or immediately adjacent to the existing alignment requires minor improvements to the existing SR 49 intersection. Intersection improvements would include conforming the new approaches to the intersection, repaving, and restriping. The Project does not include long term road closures during construction. Access to residences, businesses, and the MGDSHP will be maintained throughout construction. A Traffic Management Plan (TMP) will be prepared to alleviate and minimize construction related traffic delays and provide direction on how to minimize effects on access, including emergency service responders.

On the north side of the SFAR a pedestrian trail (Levee Trail) occurs along the top of the levee. The portion of the Levee Trail near the exiting Mt. Murphy Road and bridge may need to be temporarily rerouted during Project construction. No permanent impacts to the Levee Trail are anticipated.

Relocation of overhead utility lines will require the County, utility provider, or their contractors to trim or remove trees prior to construction. Any utility poles impacted will be relocated and coordinated with the responsible utility providers to ensure no disruption of services to utility customers. An El Dorado County Irrigation District water line carried beneath the existing bridge will need to be relocated.

The proposed project is included in the 2019-2022 Metropolitan Transportation Improvement Program and the SACOG 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG ID ELD19339 and Federal ID 5925026, SACOG 2016). Replacement of the existing bridge will be funded through the Highway Bridge Program (HBP).

1.4 REQUIRED CEQA FINDINGS

Public Resources Code Section 21002 requires that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project, the lead agency (in this case, the El Dorado County Board of Supervisors) must issue a written finding reaching one or more of three permissible conclusions:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (hereinafter referred to as "Finding 1").
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (hereinafter referred to as "Finding 2").
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (hereinafter referred to as "Finding 3").

For purposes of these Findings, the term "mitigation measure" constitutes "changes or alterations" as discussed above. The term "avoid or substantially lessen" refers to the effectiveness of one or more of the mitigation measures to reduce an otherwise significant or potentially significant environmental effect to a less-than-significant level. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sequoyah Hills Homeowner Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

CEQA Guidelines, Section 15091, requires that CEQA findings be supported by substantial evidence in the record. CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur.

The EIR identifies significant effects on the environment which may occur as a result of the Project and provides mitigation measures to reduce each of those impacts to a less than significant level. Findings are required regarding mitigation measures, the mitigation monitoring plan, alternatives, cumulative impacts, and growth inducement. Section 2.0 discusses the potential for the Project to result in environmental impacts which are significant and unavoidable. Section 3.0 discusses impacts of the Project that are less than significant and do not require mitigation because of the type or design of the Project. Section 4.0 sets forth potential environmental effects of the Project which are significant or potentially significant but can be mitigated to a level of less than significant. Section 5.0 summarizes the alternatives discussed in the EIR and makes findings with respect to the feasibility of alternatives and whether the alternatives would lessen the significant environmental effects of the Project. Section 6.0 summarizes findings regarding the Project's potential cumulative impacts. Section 7.0 provides findings regarding the Project's effects on growth inducement. Section 8.0 discusses the Statement of Overriding Considerations.

1.4.1 Certification of Final EIR. In accordance with CEQA in adopting these Findings, the County considered the environmental effects as documented in the Final EIR prior to approval. These Findings represent the independent judgment and analysis of the County decision-making body. These Findings are based upon substantial evidence in the entire record before the County decision-making body. The references to the EIR set forth in the Findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these Findings.

1.4.2 Location and Custodian of Records. Pursuant to Public Resources Code Section 21081.6 and California Code of Regulations, title 14, Section 15091, El Dorado County is the custodian of documents and other material that constitute the record of proceedings upon which the County's decision is based, and such documents and other material are located at the El Dorado County Transportation Department offices at 2850 Fairlane Court, Placerville, California.

1.5 MITIGATION MONITORING AND REPORTING PLAN

Pursuant to Section 15091(d) of the CEQA Guidelines, all feasible mitigation measures that avoid or substantially lessen the significant effects of the Project and that are adopted by the County become binding on the Project at the time of approval as requirements of the Project. A Mitigation Monitoring and Reporting Plan (MMRP) has been prepared for the Project and is included as Attachment A of these Findings. The MMRP is adopted with these Findings, in accordance with CEQA Guidelines Sections 15091(d) and 15097. Transportation will use the MMRP to track implementation and compliance with the adopted mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is approved in conjunction with certification of the EIR and adoption of these Findings.

2.0 POTENTIAL ENVIRONMENTAL IMPACTS WHICH ARE SIGNIFICANT AND UNAVOIDABLE

The EIR identifies a number of potentially significant environmental impacts that may be caused in whole or in part by the Project; the majority of these impacts were mitigable to less than significant.

Significant and unavoidable impacts to Cultural Resources were identified in the Draft EIR. All other resource areas were determined to have either less than significant or significant but reduced to less-than-significant levels after the implementation of mitigation measures. As discussed in Section 2, a Draft MOA has been prepared and reviewed by the signatory agencies, Caltrans and the SHPO along with El Dorado County, State Parks, and the Shingle Springs Band of Miwok Indians, for compliance with Section 106 of the NHPA. The Cultural Resource mitigation measures in the Draft EIR are substantially similar to the measures in the MOA. The items under discussion do not materially affect the conclusions or mitigations as listed in the Draft EIR.

CULTURAL RESOURCES

Impact CULT-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

The Mt. Murphy Road Bridge (Bridge 25C0004) was determined eligible for listing in the National Register of Historic Places (NRHP) as part of the Caltrans Historic Bridge Inventory in 1987 and again in the Inventory Update in 2003. The criteria for the NRHP are nearly identical to the California Register of Historical Resources (CRHR). The bridge today appears substantially as it did in the 1980s and in 2003 and for that reason appears to retain its status as eligible for listing in the NRHP and NRHP. It is also a contributing element of the Coloma Historic District because it retains its historic integrity to the period of significance for the district and because the bridge has long been an integral part of the transportation network of the community. Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the historical resource. This is often accomplished through redesign of a project to eliminate objectionable or damaging aspects of the project. The County has committed to implementation of measures CULT-1 to CULT-7 to reduce impacts. The demolition of a historic structure cannot be mitigated to less than significant. Even with the implementation of measures CULT-1 to CULT-7, this is a significant unavoidable impact; the mitigation measures are listed below.

Mitigation Measure CULT-1: Design Features

- *The Proposed Bridge Design for the Mt. Murphy Rd. Bridge Replacement shall incorporate bridge features similar and consistent with the earlier bridge crossing structures, examples include: 1. truss portals with cables resembling the current truss bridge and earlier suspension bridge, 2. use of timber texturing and oversized sidewalk resembling a "boardwalk" similar to the earlier timber approaches, and 3. recesses and curvatures in the profile of the proposed bridge similar to the existing concrete approaches.*

Mitigation Measure CULT-2: Historic American Engineering Record (HAER)

- *Prior to the start of construction, Caltrans shall contact the regional Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) coordinator at the National Park Service Interior Regions 8, 9, 10, and 12 Regional Office (NPS) to request that NPS stipulate the level of and procedures for completing the documentation. Within ten (10) days of receiving the NPS stipulation letter, Caltrans shall send a copy of the letter to all consulting parties for their information.*

- *Caltrans will ensure that all recordation documentation activities completed by the County or its designee are performed or directly supervised by architects, historians, photographers, and/or other professionals meeting the qualification standards in the Secretary of Interior's Professional Qualification Standards (36 CFR 61, Appendix A).*
- *Upon receipt of the NPS written acceptance letter, the County or its designee, with oversight by Caltrans Professionally Qualified Staff (PQS) in the appropriate discipline, will make archival, digital library-quality copies of the documentation and provide them to the Caltrans Library and History Center, Sacramento; the California Office of Historic Preservation; and the Caltrans Cultural Studies Office. Additional copies will be offered to the El Dorado County Public Library, Placerville Branch, the El Dorado County Historical Society, and the California State Library.*
- *Caltrans shall notify SHPO that the documentation is complete and all copies distributed, as outlined in section II.B.3 of the Memorandum of Agreement (MOA), and include the completion of the documentation in the annual report.*

Mitigation Measure CULT-3: Interpretive Exhibits

- *The County, with oversight from Caltrans PQS and in coordination with State Parks, shall develop and install an interpretive exhibit near the location of the new bridge. The County has identified the "vista point" area on Mt. Murphy Road as a likely location for the interpretive panels; however, the final number, placement, and content of the interpretive panels will be determined in consultation with Caltrans, State Parks, SHPO, and interested Native American parties. The County will coordinate with the Marshall Gold Discovery State Historic Park Museum in the preparation of the exhibit to maintain consistency with the format and style with the Park's existing interpretive program.*
- *The County shall, at a minimum, develop an interpretive display relating to the succession of bridges built historically at or near the Mt. Murphy Road Bridge crossing. The County shall provide the information and materials resulting from the HAER recordation efforts to State Parks. The County and State Parks, with oversight from Caltrans, will use the HAER materials to develop an exhibit which may feature reproductions of photographs of the various timber trestle, wire suspension, and truss bridges at this site and include historical data regarding each bridge.*
- *The County shall submit drafts of the proposed interpretive exhibit materials to consulting parties for a 30-day review and comment period. The County, with oversight from Caltrans PQS and in coordination with State Parks, will take all comments into account in the production of the final interpretive exhibits.*

Mitigation Measure CULT-4: Prepare Revised National Register Nomination for Coloma Historic District

- *The County, with oversight from Caltrans PQS in the appropriate discipline(s), will contract with PQS historical or historic architectural and archaeological consulting firms to prepare a revised National Register nomination for Coloma Historic District, a nomination that takes into account changes in documentation requirements since the existing forms were prepared in the 1970s. The nomination will conform to National Register Bulletin 16A, "How to Complete National Register Forms" as well as any California-specifics as posted on the website of the SHPO. The revised nomination will include consideration of previously recorded contributing and non-contributing*

historical archaeological resources that are found to be associated with the Coloma Historic District. Caltrans and the County will provide the signatory parties staff an opportunity to review and comment on the draft nomination before formal submittal to California SHPO.

Mitigation Measure CULT-5: Reporting Requirements and Related Reviews

- Within thirty (30) days after the County has determined that all fieldwork required under Stipulation II.E of the MOA has been completed, the County will ensure preparation and concurrent distribution to Caltrans District 3, the Caltrans Cultural Studies Office (CSO) and other MOA parties of a brief letter report that summarizes the field efforts and the preliminary findings that result from them. MOA parties will have thirty (30) days from the date of receipt to review and comment on the preliminary findings. Comments will be shared with the SHPO prior to finalization of letter report. The finalized letter report will then subsequently be distributed to MOA parties for their records.
- Within twelve (12) months after the County has determined that all fieldwork required by Stipulation II.E of the MOA has been completed, the County will ensure preparation and subsequent concurrent distribution to Caltrans District 3, the CSO, and the other MOA parties, for review and comment, a draft technical report that documents the results of PRDMP. The other MOA parties will be afforded forty-five (45) days following receipt of the draft technical report to submit any written comments to Caltrans District 3. Failure of these parties to respond within this time frame shall not preclude Caltrans District 3 from authorizing revisions to the draft technical report, as Caltrans District 3 may deem appropriate.
- Copies of the final technical report document the results of the PRDMP and any other subsequent documentation will be distributed by the County to the other MOA parties and (as applicable) to the Sacramento North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS).

Mitigation Measure CULT-6: Post-Review Discovery and Monitoring Plan

- Caltrans District 3 has prepared a Post Review Discovery and Monitoring Plan (PRDMP), which is attached to the Finding of Effect, in accordance with Stipulation XV.A of the Section 106 PA. This PRDMP shall have in place a plan for treatment of archaeological properties, should they be discovered within the ADI after execution of this MOA.
- If Caltrans District 3, in conjunction with the County, determines, after construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for listing in the NRHP, or affect a known historic property in an unanticipated manner, the County will address the discovery or unanticipated effect in accordance with the PRDMP. Caltrans at its discretion may hereunder assume any discovered property to be eligible for listing in the NRHP in accordance with 36 CFR § 800.13(c).

Mitigation Measure CULT-7: ESA Action Plan

- The County, with oversight from Caltrans PQS, shall ensure that the Undertaking will not adversely affect known archaeological properties that include: CA-ELD-56 and -57, the multicomponent site identified by Rouse along SR 49 south of Mt. Murphy Road, the area behind the Bekearts building, and Gallagher field on the east side of the river by designating those resources as Environmentally

Sensitive Areas (ESA) and through implementation of the ESA Action Plan, which is attached to the Finding of Effect.

- *The County, with oversight from Caltrans PQS, shall ensure that the portions of archaeological sites contributing or potentially contributing to the Coloma Historic District outside of the Area of Direct Impact (ADI) will not be adversely affected by the Undertaking because they will be established as ESAs and work within these areas will be prohibited or restricted, as detailed in the ESA Action Plan, which is attached to the Finding of Effect.*

3.0 FINDINGS REGARDING LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

The EIR concludes that, for the following environmental impacts, the Project as proposed will cause impacts that are less than significant. The EIR therefore concludes that the following impacts do not require mitigation in order to avoid or reduce the severity of these impacts. These impacts were identified in the Draft EIR and public comments on the Draft EIR did not provide additional evidence to revise the impact analysis or conclusions of the EIR. The following summary provides a brief explanation why each impact was determined to be less than significant. A full explanation of each environmental impact and conclusions regarding impact significance can be found in the EIR and associated record.

AESTHETICS

Impact AES-1: Have a substantial adverse effect on a scenic vista

The EIR concluded the impact is less than significant based on the following facts:

Most visual impacts would last during the construction period. Visual impacts related to the vegetation removal would last longer, equaling the time it would take for restoration of these areas and maturation of the new vegetation to occur. No mitigation is required.

Impact AES-4: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area

The EIR concluded the impact is less than significant based on the following facts:

Project construction would potentially occur year-round, Monday through Friday between the hours of 7 a.m. and 7 p.m. and Saturday between the hours of 8 a.m. and 6 p.m. This schedule would reduce the need for high-intensity lighting for nighttime construction because construction would primarily take place during daylight hours. El Dorado County Codes chapter 130.34 addresses outdoor lighting. Code section 130.34.030 states that lighting used by public agencies for nighttime public works or road construction projects is exempt from the provisions of chapter 130.34.

The Project may incorporate new user safety lighting. The proposed pedestrian crossing on SR 49 may include safety lighting. Walkway lighting may be installed along the proposed bridge sidewalk to provide a safely lit walkway for nighttime pedestrian use. Low level lighting may be contemplated for the new bridge towers. Project lighting would be designed and installed in accordance with County Code Chapter 130.34 (Outdoor Lighting). County Code Chapter 130.34 (Outdoor Lighting) includes standards consistent with prudent safety practices for the elimination of excess nighttime light and glare and requires that *'All outdoor lighting shall be located, adequately*

shielded, and directed such that no direct light falls outside the property line... Details regarding the final lighting configuration will be determined during final design. While these are potential new sources of light, their design and installation in accordance with current County Code ensures that Project impacts are less than significant. No mitigation is required.

AGRICULTURAL AND FORESTRY RESOURCES

Impact AG-4: Result in the loss of forest land or conversion of forest land to non-forest use?

The EIR concluded the impact is less than significant based on the following facts:

The proposed Project will result in temporary and permanent impacts to forest land (as defined in Public Resources Code section 12220(g)). Temporary impacts to forest land will result from trees and vegetation removal to allow construction of the proposed Project. Per the analysis provided in the approved Natural Environment Study (NES) approximately 0.04 ac of Fremont Cottonwood Riparian Forest will be permanently affected by construction of the replacement bridge (Sycamore Environmental 2019). The permanent loss of less than a quarter of an acre (0.04 ac) of forest land (as defined in Public Resources Code section 12220(g)) is considered less than significant. No mitigation is required.

AIR QUALITY AND GREENHOUSE GASES

Impact AQ-2: 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?

The EIR concluded the impact is less than significant based on the following facts:

The County is in nonattainment status for both federal and state ozone standards, federal PM 2.5 standard, and the state PM10 standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. Project construction would create short-term increases in ROG, NO_x, and PM10 emissions from vehicle and equipment operation.

Construction-related impacts on air quality would be greatest when multiple pieces of equipment are operating simultaneously and generating exhaust emissions. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soil. These emissions would predominantly occur during grading and earthmoving activities. Emissions would vary day-to-day, depending on the nature and magnitude of construction activity and local weather conditions.

Modeled daily construction emissions and daily total fuel consumption are shown Tables 1 and 2, respectively (CH2M/Hill 2018). If emissions generated during a single phase exceed EDCAQMD's thresholds, the Project would result in a significant air quality impact.

Table 1. Estimated Construction Emissions

Project Phases	ROG lbs/day	NO_x lbs/day	CO lbs/day	PM10 lbs/day	PM2.5 Lbs/day
Construction Year 2021	4.40	39.9	37.4	5.93	3.65

Construction Year 2022	3.21	29.8	29.8	5.18	3.10
Maximum Estimated Emissions 2021	4.40	39.9	37.7	5.93	3.65
Significance Threshold	82	82	CAAQS	80	82
Significant?	No	No	No	No	No

Table 2. Estimated Fuel Use during Construction.

Phase	Fuel Use (average gallons per day)
Build Abutments and Piers and Retaining Walls	269
Build Work Trestle Downstream	142
Construct Superstructure	150
Remove Work Trestle, Remove Falsework, Relocate Waterline	117
Pave Approaches to New Bridge	49
Demo Existing Bridge	282
Build Abutments and Piers and Retaining Walls 2	270
Build Work Trestle Upstream	113
Construct Superstructure	150
Remove Work Trestle and Falsework	117
Pave Approaches to New Bridge and Restripe Road	70

The EDCAQMD has developed a screening approach based on the average daily fuel use to determine the potential for construction emissions to exceed the CAAQS (EDCAQMD 2002). If the average amount of daily diesel fuel usage is less than the fuel usage screening threshold of 402 gallons per day (for construction equipment 1996 model year or later), it can be concluded that the ROG and NOX emissions would not be significant. If ROG and NOX emissions would not be significant, then CO, SOX, and PM exhaust emissions would also not be significant. Per Table >3-8 above the Project would not exceed the daily fuel use threshold.

The PM_{2.5} AAQS were not in effect when the AQMD's CEQA Guide was published. Therefore, the CEQA Guide gives no guidance on analysis of PM_{2.5}. PM_{2.5} is primarily generated by vehicle trips on unpaved roads. Thus, emissions of PM_{2.5} are likely to be associated with the construction-phase of a project. The modeled PM_{2.5} construction emissions are below the Sacramento APCD threshold. Emissions of PM_{2.5} during the operational phase will also be less than significant.

None of the estimated emissions exceed the significance thresholds. The Project would not generate additional traffic. No increased operational emissions will result from the Project. The new bridge will likely have a benefit to local air quality by because the two-lane bridge eliminates the idling/ que time that currently happens with the one lane bridge as vehicles wait to allow on-coming traffic to cross the bridge. Fugitive dust would be controlled through implementation of best management practices, including compliance with Caltrans Standard Specifications 14-9.

Cumulative net increases of criteria pollutants have been evaluated in the 2016 MTP/SCS (SACOG 2016). This Project is referenced and evaluated in the 2016 MTP/SCS. This impact is less than significant, and no mitigation is required.

BIOLOGY

Impact BIO-4: 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

The EIR concluded the impact is less than significant based on the following facts:

Policy 7.4.2.9 of the El Dorado County General Plan identifies and protects areas designated as an Important Biological Corridor (IBC). The IBC overlay applies to lands identified as having high wildlife habitat values because of extent, habitat function, connectivity, and other factors. Applicable provisions in the policy include no hindrances to wildlife movement (El Dorado County 2004a). The Project area is not located within an IBC. The Project is located within the year-round population range of mule deer habitat, but not in a migration corridor (WAFWA 2017).

The proposed bridge spans 130 ft of uplands at the north and south ends of the bridge, allowing for wildlife movement underneath the bridge. Construction of the project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Daytime construction activities will result in minimal disruption of nocturnal wildlife movement. If nighttime construction activities would alleviate traffic congestion and safety hazards it would comply with the noise standards for construction activities General Plan Policy 6.5.1.11. The lack of dense nearby development provides ample space for wildlife to easily avoid the construction site. Although construction disturbance may temporarily hinder wildlife movements within the project area, the impact is less than significant due to its short-term nature. The Project proposes to replace the existing bridge and would not significantly affect vegetation corridors and existing upland wildlife passage beneath the bridge. This would be a less-than-significant impact, and no mitigation is required.

CULTURAL RESOURCES

Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries

The EIR concluded the impact is less than significant based on the following facts:

No known human remains are present within the proposed Project area. There is the possibility of accidental discoveries of human remains during construction-related ground-disturbing activities. Should human remains be discovered during the excavation portion of the Project, the project description includes contract provisions that will require County notification and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5 and 5097.9 et seq. This would be a less-than-significant impact, and no mitigation is required.

ENERGY

Impact ENERGY-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The EIR concluded the impact is less than significant based on the following facts:

Project construction would result in short-term increased energy requirements through the use of gasoline and diesel fuels for operation of heavy-duty construction equipment and vehicles.

Materials manufacturing would also consume energy, although information on the intensity and quantity of fuel used during manufacturing is currently unknown and beyond the scope of project-level environmental analyses. An analysis of energy associated with materials manufacturing is considered speculative and is not presented in this document.

The use of heavy-duty trucks and construction equipment would result in a temporary increase in fuel consumption in the study area relative to the existing condition. As discussed in Section 3.3, *Air Quality*, construction emissions do not exceed the County's significance thresholds. The Project construction emissions from the use of gasoline and diesel fuels for operation of heavy-duty construction equipment are below the significance thresholds. Therefore, the fuel used to generate construction emissions not considered excessive or wasteful.

Overall, in the long term, the proposed Project would be expected to result in lower fuel consumption and energy use. The new bridge structure will provide two through travel lanes lane. The elimination of idling vehicles stopped at the bridge is expected to result in fuel savings.

The Project may incorporate user safety lighting. The proposed pedestrian crossing on SR 49 may include safety lighting. Walkway lighting may be installed along the proposed bridge sidewalk to provide a safely lit walkway for nighttime pedestrian use. Low level lighting may be contemplated for the new bridge towers. Project lighting would be designed and installed in accordance with County Code chapter 130.34 (Outdoor Lighting). Solar lighting has been considered as a potential for the lighting but may not be practical at this location. All proposed lighting will use energy efficient fixtures. Details regarding lighting will be determined during final design.

The new bridge including any potential new lighting would have minimal effect on local or regional energy supplies and would not require additional capacity. There would be no effect on peak- or base-period demands for electricity or other forms of energy.

The energy use associated with construction and operation of the proposed Project would not conflict with applicable state or local energy legislation, policies or standards and would not be considered wasteful, inefficient, or unnecessary. The impact on energy use would be less than significant.

Impact ENERGY-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The EIR concluded the impact is less than significant based on the following facts:

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region, including western El Dorado County, pro-actively links land use, air quality, and transportation needs. The MTP/SCS is federally required to be updated every four years. The

SACOG board adopted the 2020 MTP/SCS and accompanying documents at a special board meeting on 18 November 2019. The proposed Project is identified as ELD19321 in SACOG's 2020 MTP/SCS. Projects included in the MTIP are required to conform to the State Implementation Plan for the region. Given its inclusion in the MTP/SCS, the Project would not conflict with or obstruct MTP/SCS implementation. The Project is also consistent with the County General Plan policy's related to energy efficiency as well as the 2001 El Dorado County Energy Conservation Policy as applicable. The impact would be less than significant.

GEOLOGY AND SOILS

Impact GEO-1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: (1) 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; (2) strong seismic ground shaking; (3) seismic-related ground failure, including liquefaction; and (4) landslides

The EIR concluded the impact is less than significant based on the following facts:

Based on historical seismic activity and fault-seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity and is located beyond the highly active fault zones of the coastal areas of California. No active faults have been identified in the western portion of the County. For these reasons, the Project would not expose people to rupture of a known earthquake fault. No portion of western El Dorado County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, the Project site is not considered to be at risk from liquefaction and earthquake-induced landslides. These impacts would be less than significant. No mitigation is required.

Impact GEO-2: Potential to result in substantial soil erosion or the loss of topsoil

The EIR concluded the impact is less than significant based on the following facts:

Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks and or the California Stormwater Quality Association (CASQA) BMP Handbook to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff best management practices. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.

In addition to the SWPPP, adherence to the NPDES MS4 Order and applicable El Dorado County Grading Ordinance, Subdivision Ordinance, Design and Improvement Standards Manual, and Drainage Manual would all minimize any effects from erosion, runoff, and sedimentation. Accordingly, this impact would be less than significant. No mitigation is required.

Impact GEO-4: Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property

The EIR concluded the impact is less than significant based on the following facts:

Expansive soils that may swell enough to cause problems with paved surfaces are generally clays falling into the AASHTO A-6 or A-7 groups, or classified as CH, MH, or OH by the Unified Soil Classification System (USCS), with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual (2012) defines and expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2017).

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

The NRCS Web Soil Survey indicates the maximum plasticity index of soils in the Project area is zero (0) (NRCS 2019). Soils in the Project area are not expansive. The impact would be less than significant. No mitigation is required.

GREENHOUSE GAS EMISSIONS**Impact GHG-1: Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment**

The EIR concluded the impact is less than significant based on the following facts:

The proposed Project does not increase the capacity of Mt. Murphy Road and would not increase operational GHG levels. In contrast, the Project will result in a decrease in idling traffic by increasing from a one-lane to a two-lane bridge. The decrease in idling traffic will decrease the amount of greenhouse gas emissions associated with vehicle use in the Project area. Construction of the proposed Project would generate short-term emissions of greenhouse gases.

Greenhouse gas emissions related to project construction were estimated using detailed equipment inventories and project construction scheduling information, combined with emissions factors from the EMFAC2014 and CalEEMod (California Air Pollution Control Officers Association [CAPCOA] 2016). The same CalEEMod assumptions used in the air quality analysis were used here. The emissions estimates are based on the best information available at the time of calculations, and without including any mitigation measures. Based on the CalEEMod results the two-year Project construction is estimated to produce a maximum of approximately 537 MT CO₂e during year one and 457 MT CO₂e during year two. The modeled yearly and total Project GHG emissions are below the bright line threshold of 10,000 MT CO₂e/yr as well as the de minimis threshold of 1,110 (MT) CO₂e/yr threshold. Accordingly, this impact would be less than significant and no mitigation is required.

HAZARDS AND HAZARDOUS MATERIALS**Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials**

The EIR concluded the impact is less than significant based on the following facts:

Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.

Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The EIR concluded the impact is less than significant based on the following facts:

Construction of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Mt. Murphy Road will remain open during construction. Motorists will make use of the existing bridge during construction. The Project will not require a detour. A TMP will be prepared to alleviate and minimize construction related traffic delays and provide direction on how to minimize effects on access, including emergency service responders. Traffic controls would be implemented during construction, although relatively minimal traffic restrictions are anticipated. The Project contractor would be required to prepare a traffic management plan that must be approved by El Dorado County and the Offices of Emergency Services (OES). Access for emergency vehicles through the Project area would be maintained at current conditions at all times. This impact would be less than significant, and no mitigation is required.

HYDROLOGY, WATER QUALITY, AND WATER RESOURCES

Impact WQ-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

The EIR concluded the impact is less than significant based on the following facts:

The Project would not involve any withdrawals from an aquifer or groundwater table. The Project may include temporary site dewatering or diversion activities during construction of the bridge foundations. Project impacts are less than significant.

Impact WQ-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would: 1) Result in substantial erosion of siltation on- or off-site, 2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?

The EIR concluded the impact is less than significant based on the following facts:

The Project does not involve the alteration of the course of the SFAR. The February 2019 Location Hydraulic Study prepared by WRECO concludes the Project would not result in significant increases

in 100-year water surface elevations in the vicinity of the proposed Mt. Murphy Road bridge, as the changes in 100-year WSE were approximately 0.1 ft or less. The WRECO report concludes that while the replacement bridge would result in a small increase in impervious surface area within the Project area, it would have an insignificant impact when compared to the overall watershed of South Fork American River, and it would have insignificant impact to the peak flood flow of South Fork American River at the Project location and downstream (WRECO 2019). Impacts are less than significant, and no mitigation is required.

The Project would not provide additional sources of runoff compared with the existing bridge. The added impervious surface from the widening of the bridge and approach areas is not expected to contribute to a substantial increase in water runoff from the site. The impact would be less than significant, and no mitigation is required.

Impact WQ-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The EIR concluded the impact is less than significant based on the following facts:

As per the *Final California 2014/2016 Integrated Report (303(d) List/305(b) Report)* (SWRCB 2020b) the SFAR in the Project area is a 303(d)-listed waterbody for mercury. The 45-mile reach of the SFAR between the Slab Creek Reservoir and Folsom Lake is listed for mercury (unknown source) (SWRCB 2020b). The Proposed project does not propose the use of mercury containing materials. The proposed Project would not negatively affect any of the designated beneficial uses for surface and groundwater presented in the Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin River Basins.

The Project will not expose people to higher levels of risk involving flooding. General Plan Policy 6.4.2.2 protects the life and property of County residents below dams by not allowing new critical or high occupancy structures (e.g., schools, hospitals) to be located within the inundation area resulting from failure of dams. The bridge is not a critical or high occupancy structure.

No additional impacts other than those discussed above are anticipated. The Project would not otherwise degrade water quality and the impact would be less than significant. No mitigation is required.

NOISE

Impact NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The EIR concluded the impact is less than significant based on the following facts:

Construction Noise: Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. Daytime construction would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11, and any nighttime work would be allowed if nighttime construction activities would alleviate traffic congestion and safety hazards.

Project construction includes activities such as operation of heavy equipment which would result in the increased generation temporary periodic noise. Below are the distances from the existing bridge to the noise sensitive land uses:

- The closest mobile home parking is approximately 30 feet southeast of the bridge.
- Tent camping is approximately 15 feet southeast the bridge.
- The trail is approximately 35 feet north of the bridge.
- The Grange is approximately 50 feet northwest of the bridge.

Noise levels from operating heavy machinery would be temporarily increased at the noise-sensitive land uses, listed above, compared to the baseline environmental condition. Noise impacts would be likely highest while auguring piers and dismantling the existing bridge. Elevated noise levels from construction activities would be temporary. Events at the Grange typically occur in the evenings and on weekends when construction noise is expected to be minimal. If nighttime work is allowed (i.e., if nighttime construction activities would alleviate traffic congestion and safety hazards) the work can be coordinated with the Grange manager. Given that the Project contractor would adhere to applicable County construction-related noise standards, this impact is considered less than significant.

Operational Noise: The project would replace the structurally deficient single lane bridge with a two-lane bridge. The bridge would be replaced on the same alignment as the existing bridge. There would be no change to the roadway's vertical alignment. The Project would not increase the capacity of Mt. Murphy Road. The change in horizontal alignment would be to widen the bridge from one-lane to two lanes including an 8-foot sidewalk for safety purposes, not for added capacity.

The replacement structure will be approximately 22.5 to 25.5 ft wider than the existing structure. The majority of the width increase will occur on the downstream side of the structure. The new bridge structure would move noise sources approximately 22-25 ft closer to MGDSHP facilities including the Gold Discovery Loop Trail and the Sutter's Mill Replica and Monument. This will not result in a significant increase in perceived noise levels at the Gold Discovery Loop Trail and the Sutter's Mill Replica and Monument. Currently traffic has to stop at either end of the single lane bridge to check for or allow on-coming vehicles to pass. The proposed Project will provide a two-lane structure and will eliminate the engine idling, acceleration, and brake noise associated with vehicle starts and stops that exist under current conditions. The post project noise levels in the Project vicinity will be substantially unchanged from the pre-project condition.

The impact would be less than significant and no mitigation is required.

PUBLIC SERVICES AND UTILITIES

Impact PSU-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or

other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public

The EIR concluded the impact is less than significant based on the following facts:

The proposed Project would not result in a population increase that would require provisioning of new government facilities or lead to the physical alteration of existing facilities, including fire and police protection, schools, parks, or other public facilities.

The proposed Project requires the acquisition of approximately 0.21 ac of the ROW from the MGDShP. ROW areas that need to be acquired are immediately adjacent to the existing Mt. Murphy Road and do not contain MGDShP facilities/ structures. Potential impacts on the MGDShP lands during construction include a temporary use of a portion of the Bekeart's Gun Shop parcel (APN 006-191-01). Project activities on this parcel may result in temporary relocation of some mobile picnic tables and shelters where recreational gold panning activities take place. Following completion of construction, the picnic tables and gold panning shelters can be put back to their pre-project locations.

The two-stage construction approach allows the existing bridge to remain in service during the first stage of construction until traffic can be shifted to the first stage structure. This will provide vehicular access across the SFAR during construction of the Project. The County contract special provisions will require the contractor to prepare a Traffic Management Plan (see Chapter 2, *Project Description*). Traffic controls would be implemented throughout all phases of construction to facilitate local traffic circulation and through-traffic requirements. Emergency service providers, including the police and fire departments, would be notified and consulted with as early as possible in order to plan for any possible short-term lane closures (i.e., during parts of a work shift, including, roadway conforms, existing bridge removal periods, etc.) and other potential delays related to construction activity.

The impact would be less than significant and no mitigation is required.

Impact PSU-2: Require or result in the relocation or construction of new water or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The EIR concluded the impact is less than significant based on the following facts:

The proposed Project is the replacement of a bridge and would not increase the demand on existing water or wastewater treatment facilities. The Project may involve minor reconfiguration of the roadside drainage system within the project area but would not cause significant environmental effects.

Relocation of overhead utility lines will require the County, utility provider, or their contractors to trim or remove trees prior to construction. Any utility poles impacted will be relocated and coordinated with the responsible utility providers to ensure no disruption of services to utility customers. An El Dorado County Irrigation District water line carried beneath the existing bridge will need to be relocated. The water line will be relocated from the existing structure to the inside of the first stage of the replacement bridge at the end of the first stage of construction.

The existing power and telephone lines adjacent to the downstream side of the bridge will need to be temporarily relocated to avoid construction conflicts. Temporary power and phone service lines will be installed from an existing service box in the Grange Parking lot (APN 006-164-02) to a new temporary utility pole approximately 90 ft south of the existing bridge. The new temporary utility pole would be installed at the western edge of the Grange parking area. The temporary power and phone service would span the SFAR and connect to an existing utility pole on the north side of the SFAR west of the existing bridge in Gallagher field.

Once the new bridge is complete the temporary service will be removed. Permanent power and phone service lines will be carried inside the new bridge structure. Portions of the overhead service lines on APN 006-162-07 will be converted to underground lines as part of the Project.

The impact would be less than significant and no mitigation is required.

Impact PSU-3: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

The EIR concluded the impact is less than significant based on the following facts:

Operation and maintenance of the replacement bridge following construction would not be expected use additional water supplies. Future routine maintenance may include pressure washing and other minor water uses. This impact would be less than significant and no mitigation is required.

Impact PSU-5: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The EIR concluded the impact is less than significant based on the following facts:

Solid waste generated by the Project would be limited to construction debris, including asphalt and concrete, generated by the excavation of existing roadway and construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills. This impact would be less than significant and no mitigation is required.

RECREATION

Impact REC-2: Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

The EIR concluded the impact is less than significant based on the following facts:

The project does not include the construction or expansion of recreational facilities. Impacts to recreational uses are not environmental impacts covered by CEQA. As CEQA Appendix G, "Environmental Checklist Form," illustrates, CEQA considers whether a project (1) would "increase the use of existing . . . recreational facilities" and thus cause or accelerate "physical deterioration of the facility"; or (2) would "require the construction or expansion of recreational facilities" that might have an "adverse physical effect on the environment." CEQA considers the impacts to the physical environment from recreation, not the social effects from a project's impacts to recreation.

While the project does not expand recreational facilities, the project area includes existing recreational uses. Although the Project's potential impact on these existing recreational uses is not an environmental impact under CEQA, these existing recreational uses were considered in developing the project and are discussed here for informational purposes only.

MGDSHP: The proposed bridge will change the visual character of the roadway and some views from the MGDSHP. The visual quality would not be lower, but the historic character would be less characteristic of the early 20th century in which the current bridge was built. The visual quality will be improved by relocating overhead utilities. The Project would define the Mt. Murphy Road right-of-way which will require re-surveying and developing updated property boundaries in collaboration with the State Parks.

Project improvements to the Mt. Murphy Road and SR 49 intersection would include conforming the new approach roadway segment with SR 49 and MGDSHP pedestrian sidewalk/pathways facilities. These improvements and associated landscaping would be developed consistent with State Park oversight and approval. The use of these MGDSHP lands would result in an incremental benefit to the MGDSHP, which include safe pedestrian access with a vista point/ plaza on the bridge or on the bridge approaches where small groups could gather safely for interpretative programs with improved visual access to the SFAR.

During construction, the project would include a temporary and permanent use of a portion of APN 006-191-01 where Bekeart's Gun Shop is located. The permanent acquisition would be approximately 0.02 ac of the parcel for the installation of a vista point/ plaza. The vista point would provide a place to take in the view while also providing a unique opportunity for the State Park to incorporate stops on the bridge as part of their interpretive programs. The vista point would be located within the existing road approach, using a retaining wall to stay within the existing road fill prism.

During project construction, access and installation of the temporary work trestle could limit the public's ability to use certain areas on the upstream side of the existing bridge, which is not an impact on the environment. These activities may result in temporary relocation of some mobile picnic tables and shelters where gold panning activities take place. The tents, tables, and panning supplies are moveable and can be relocated away from Mt. Murphy Road during construction.

Construction staging, including parking for construction personnel, and access may occur on MGDSHP property on the northeast side of the existing bridge. This would temporarily relocate the Levee Trail trailhead and a portion of the trail leading to the SFAR during construction, as well as a small, five-stall parking lot at the trailhead. There may be some indirect deterrents for visitors using the Gold Discovery Loop trailhead in front of the Grange (not a MGDSHP property). Construction activities may discourage users from using the trail, since the trailhead is adjacent to the Grange, where construction staging would be located behind the building. These temporary limits to the recreational use of the area are not impacts to the environment and, further, would not adversely affect trail use overall since there are many other locations to intercept this trail near the Sutter's Mill Replica parking area.

Coloma Resort. The temporary construction footprint and access would affect the use of the Coloma Resort, including areas of the Mt. Murphy Road right-of-way under the bridge. The rafting and canoeing beach put-in location from the north bank of the SFAR directly under the bridge,

would temporarily be closed for safety purposes. While all recreational uses within the right-of-way would cease during construction, these are not impacts to the environment from the project.

The temporary construction footprint and access would require a construction easement from the Coloma Resort property for access to the bridge, piers, and abutment as well as for the materials and equipment needed to build the bridge, piers, and abutment on the north side of the bridge. These construction activities would temporarily relocate picnic tables, several RV/tent sites, and potentially two cabins.

Construction may also result in changes to visitation and overnight stays at the Coloma Resort, which are not impacts to the environment. The construction equipment, vegetation removal, and noise would likely temporarily negatively affect enjoyment of the rural, outdoor experience. The construction periods would overlap with the summer tourist season. However, the duration of noise is expected to be limited to predominantly day-time hours and, depending on the phase of construction, may last up to 3 months; therefore, the impacts would be short-term and would not result in lasting changes to resort attendance.

South Fork American River. Construction would include installation of a protected channel corridor through which rafters and canoers who put-in upstream of the resort and State Park could safely pass under the bridge and trestle.

Although not impacts to the environment, the project will affect recreational uses during construction, including short term delays in traffic, noise, dust, and some visual distractions from the historic setting of the park. Although, access/crossing the bridge would be maintained throughout construction, there may be some periods where local events and construction equipment and the commute of construction workers may overlap. Per the State Park Ranger, State Park staff arrive close to 8 a.m. and visitor arrivals are closer to 9 and 10 a.m., whereas construction workers most frequently arrive between 6 and 7 a.m. The afternoon commute would be similarly staggered. Infrequent traffic congestion may occur when new construction equipment is arriving or departing; however, construction equipment will arrive or depart infrequently.

These distractions may influence attendance at both the State Park and the Coloma Resort for up to 3 years. In-water work would be restricted to the period from April to October. Falsework would be designed to be left in place over winter if possible. Some of these indirect effects may also concern the American River Resort and Henningsen Lotus Park. Traffic delays may affect some of the visitors passing through to these facilities. However, the distance to these resources from the site makes these short-term effects negligible in intensity and magnitude.

While the Project's effect on recreational uses are not environmental impacts subject to mitigation under CEQA, the County understands the significant recreational use of the area and the importance of that use to the recreational users. Thus, while not required by CEQA, the recreational uses have been discussed here and the County has incorporated the following voluntary minimization measures into the Project to further minimize the project's conflict with the recreational uses.

Minimization Measure REC-1: Relocate Existing Park Uses and Protect Subsurface Artifacts in Staging Areas as needed.

- Prior to commencing construction, the construction limits and detailed plans for relocating existing recreational activities will be coordinated through MGDShP and Coloma Resort staff. The plans will require that construction limits be fenced or clearly delineated and that the relocation of uses, such as the Levee Trail, gold panning stations, and resort activities will include accessibility and recreational value throughout construction.

Minimization Measure REC-2: Protective Channel for Whitewater Boaters.

- During final design, the protected channel corridor will be designed in consultation with the MGDShP and the State Lands Commission as applicable. The design will provide for safe passage horizontally and vertically and include floating fender barriers approximately 50 feet upstream to help direct boats through the channel, as well as adequate netting under construction area to prevent debris from reaching the SFAR.

Minimization Measure REC-3: Maintain Park Character at SR 49 Intersection with Mt. Murphy Road.

- During final design, the improvements to SR 49 and Mt. Murphy Road, affecting MGDShP property, will be designed in consultation with the MGDShP. Materials, plantings, and landscape features will be consistent with the State Park's historic theme of design and safe accessibility standards, as well as Caltrans requirements for rural roadways.

Minimization Measure REC-4: Advance Coordination on Traffic Delays and Bridge Closures.

- Construction activities during peak tourism periods will be restricted to 7 a.m. through 8 p.m. (although these hours may be adjusted as appropriate with advance notification and coordination with the MGDShP). The Project Traffic Management Plan (TMP) will require the contractor to provide a minimum of 2-week advanced notice to MGDShP and local property owners located within 2 miles about any change in the work hours. Signage regarding any change in the work hours will be posted at least 72-hours prior to the work.

TRAFFIC AND CIRCULATION

Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The EIR concluded the impact is less than significant based on the following facts:

Replacement of the existing one lane bridge would not change the amount of traffic on Mt. Murphy Road because it is not a new development or growth inducing project. The Project does not increase the capacity of Mt. Murphy Road and is not anticipated to increase operational related vehicle miles travels (VMT). A temporary minor increase in VMT could occur during Project construction as the result of worker trips to the site, materials delivery, and material hauling. Any minor increase in VMT would be temporary. The completed Project would not increase VMT. Per CEQA guidelines section 15064.3, subdivision (b) "Transportation projects that reduce, or have no

impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.” Project impacts are considered less than significant.

Impact TRA-4: Result in inadequate emergency access

The EIR concluded the impact is less than significant based on the following facts:

Mt. Murphy Road will remain open during construction and motorists will make use of the existing bridge during construction. The Project will not require a detour. Construction contract special provisions will require that a Traffic Management Plan (TMP) be prepared. The TMP will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The TMP will address the coordination issues with local law enforcement and emergency services providers. Project impacts are considered less than significant.

Impact TRA-5: Result in inadequate parking capacity?

The EIR concluded the impact is less than significant based on the following facts:

The completed Project is not expected to affect nearby parking capacity. Project construction may result in temporary parking restrictions. Construction contract special provisions will require that a TMP be prepared. The TMP will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The TMP will address parking as applicable. Project impacts are considered less than significant.

WILDFIRE

Impact WILD-1: Substantially impair an adopted emergency response plan or emergency evacuation plan?

The EIR concluded the impact is less than significant based on the following facts:

Mt. Murphy Road will remain open to traffic during construction. The Project will not require a long-duration road closure or an off-site detour. The two-stage construction approach allows the existing bridge to remain in service during the first stage of construction until traffic can be shifted to the first stage structure. A traffic management plan (TMP) will be prepared to alleviate and minimize construction related traffic delays and provide direction on how to minimize effects on access, including emergency service responders. Traffic controls would be implemented throughout all phases of construction to facilitate local traffic circulation and through-traffic requirements. Emergency service providers, including the police and fire departments, would be notified and consulted with as early as possible in order to plan for any possible short-term lane closures (i.e. during parts of a work shift, including, roadway conforms, existing bridge removal periods, etc.) and other potential delays related to construction activity.

4.0 FINDINGS REGARDING IMPACTS WHICH ARE SIGNIFICANT OR POTENTIALLY SIGNIFICANT WHICH WERE MITIGATED BELOW A LEVEL OF SIGNIFICANCE

The EIR found the following environmental impacts to be significant or potentially significant in the absence of mitigation measures. Mitigation measures identified in the EIR for each of these impacts will avoid or substantially lessen potentially significant or significant effects of the Project. Public

comments did not provide additional evidence to revise the impact analysis or conclusions of the EIR. As such, the County makes Finding 1, finding that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

The following findings do not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, these findings provide a summary description of each significant and potentially significant impact of the Project, identify the applicable mitigation measures identified in the EIR and hereby adopted by the County, and state the County's findings on the significance of each impact after imposition of the adopted mitigation measures.

A full explanation of these environmental impacts, mitigations, and conclusions can be found in the EIR (see Draft EIR, Chapter 3, *Impact Analysis*). In making these Findings, the County adopts and incorporates in these Findings the determinations and conclusions of the EIR relating to environmental impacts and mitigation measures.

For all adopted mitigation measures, the County hereby finds that the stated mitigation measure has been incorporated in its entirety to the MMRP. The County finds that each such measure is appropriate and feasible and will lessen the impact to a less than significant level. The County has adopted all of the mitigation measures identified in the Final EIR and has included each in the adopted MMRP which is included with these Findings as Attachment A.

AESTHETICS

Impact AES-3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Facts in Support of Findings.

The following mitigation measures will mitigate the impacts below the level of significance.

Implementation of the revegetation component of mitigation measures BIO-5, BIO-6, and BIO-7 minimizes the temporary construction impact to vegetation. These mitigations are shown in the Biological Resources section.

AIR QUALITY

Impact AQ-3: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Facts in Support of Findings.

The following mitigation measures will mitigate the impacts below the level of significance.

Implementation of mitigation measure HAZ-2 (LBP, ADL, Earth Material Containing Lead) will reduce potential impact to less than significant. This mitigation measure is shown below in Hazards and Hazardous Materials.

BIOLOGICAL RESOURCES

Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impact BIO-2: 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 CDFW or USFWS

Impact BIO-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Facts in Support of Findings.

The following mitigation measures will mitigate the impacts below the level of significance.

Mitigation Measure BIO-1: FYLF

- *A preconstruction survey for FYLF shall be conducted by a qualified biologist within 48 hours prior to the start of vegetation removal and construction activities within the riparian and aquatic habitat in the Project area. The survey methodology will be based on Peek et al. (2017) Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments, or the most current guidelines at the time of the survey.*
- *If FYLF is found, the County will coordinate with CDFW to determine if a 2081(b) CESA ITP is needed.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work. All construction personnel will be briefed on how to recognize FYLF and other special-status species with potential to occur in the work zone, and who to contact should any be found in the work area. Construction personnel should also be informed that if a FYLF is encountered in the work area, construction will cease. The crew foreman will be responsible for ensuring that crewmembers adhere to the guidelines and restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *A qualified biologist will be present to monitor for FYLF during work in and adjacent to the river, including, but not limited to, grubbing and clearing activities in the riparian habitat, installation of any diversions and temporary work trestle, and installation of the temporary falsework. The qualified biologist will assist the County if FYLF are found, answer questions and make recommendations regarding implementation of FYLF avoidance and minimization measures at the direction of the CDFW. During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. FYLF will be allowed to leave the project area on their own. CDFW will be contacted for guidance before construction can resume.*
- *Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.*
- *Plastic monofilament netting (erosion control matting) or similar material containing netting shall not be used at the project site because the FYLF or other animals may become entangled or*

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

- Trees and shrubs scheduled for removal in the riparian habitat and South Fork American River will be removed by hand or hand tools, including chain saws and mowers. Root wads and stumps of trees and shrubs can be removed if determined necessary by the resident engineer. Mechanized vehicles will not be used to clear the brush.
- To ensure that diseases are not conveyed between worksites by the qualified biologist, the fieldwork code of practice developed by the Declining Amphibian Population Task Force will be followed at all times.
- To avoid attracting predators, a litter control program will be instituted at the entire Project site. All workers will ensure that food scraps, paper wrappers, food containers, cans, bottles, and other trash in the work area are deposited in covered or closed trash containers and removed regularly from the project area.

Mitigation Measure BIO-2: Birds of Prey and Migratory Birds

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

Swallow

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

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

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

- If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.
- Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Within the riparian community, vegetation will be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.
- If construction or vegetation removal begins between 15 February and 1 September, a biologist shall conduct a survey for active bird of prey nests and rookeries within 500 ft of the project area and active nests of all other MBTA-protected birds within 100 ft of the project area from publicly

accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.

No Active Nests Found:

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

Active Nests Found:

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

Species Protection Areas

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

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

If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.

Mitigation Measure BIO-3: Bats

The maternity season for bats in California is generally considered to be from 15 May through 15 August and the hibernation season from 15 November through the end of February.

- *A qualified biologist shall conduct a preconstruction survey for roosting bats within 2 weeks prior to the start of construction. Surveys can also be performed earlier than 2 weeks prior to the start of construction.*
- *If no bats or sign or their use is observed during the survey no further measures are required.*
- *If sign of or direct observation of a maternity or hibernation roost is recorded during the survey, no project related disturbance will occur to the structure containing the roosting bats until a qualified biologist determines, by observation, that the bats using the maternity or hibernation roost have departed for the season.*
- *If it is determined during the preconstruction survey that bats are using the bridge outside maternity and hibernation seasons listed in this measure exclusion devices will be installed. Exclusion devices can be installed anytime outside of the maternity and hibernation season of roosting bats listed above.*
- *Exclusion devices shall remain in place until demolition of the bridge.*
- *Removal or trimming of trees or relocation of any structure that contains an active roost will be avoided between 15 May and 15 August (the maternity period) to avoid impacts on reproductively active females and dependent young.*

Mitigation Measure BIO-4: Big-scale balsamroot and Sierra arching sedge

- *A botanical survey of the Project area will be conducted prior to initial construction activities during the evident and identifiable period of special-status plant species that could occur in the study area (May-July). The survey will be conducted in accordance with standard 2018 (or most recent) CDFW survey protocols, where applicable.*
- *If no sensitive plant species are detected during the botanical survey, no further avoidance and minimization efforts will be required.*
- *If sensitive plant species are detected during the botanical survey, the plants will be avoided to the maximum extent practicable during construction of the proposed project. Environmentally Sensitive Areas (ESAs) will be established around sensitive plant occurrences within the Project area to exclude construction activities. Temporary exclusionary fencing will be installed to define the limits of the ESA.*
- *If avoidance is not feasible, the plants will be transplanted to a suitable location in the Project area. The County will coordinate transplantation activities with the appropriate regulatory and resource agencies.*

Mitigation Measure BIO-5: Fremont Cottonwood Riparian

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

Mitigation Measure BIO-6: Oak Trees

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

Mitigation Measure BIO-7: South Fork American River

- During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of South Fork American River.
- Any water diversion in South Fork American River will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; August 2004b) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.
- Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channels to prevent transport of materials into the adjacent South Fork American River. The preferred distance is a minimum 100 feet from riparian habitat or water bodies. A silt fence will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil and water from external grease and oil and from leaking hydraulic fluid, fuel, oil, and grease.
- Riparian vegetation will be avoided and preserved to the maximum extent practicable. The limits of vegetation removal will be marked with temporary fencing or flagging.

- *Areas temporarily disturbed on the banks of South Fork American River within the Project area will be revegetated in accordance with the Revegetation Planting and Erosion Control Specifications in Appendix F of the Project NES and will be coordinated with the MGD SHP and Coloma Resort as applicable. No seed of nonnative species will be used unless certified to be sterile.*
- *Reseeded areas will be covered with a biodegradable erosion control fabric or a hydraulically applied cover where applicable to prevent erosion and downstream sedimentation, as applicable and as determined by the project engineer. The project engineer will determine the specifications needed for erosion control fabric (e.g., shear strength) based on anticipated maximum flow velocities and soil types.*
- *Environmentally sensitive areas (ESAs) will be fenced to prevent encroachment of equipment and personnel into riparian areas, the river channels and banks, and other sensitive habitats. ESAs will be clearly flagged for the duration of site construction. Access to and use of ESAs will be restricted. Vehicle fueling and staging areas will be located at least 50 feet from flagged ESAs.*
- *The contractor will prepare and implement a Stormwater Pollution Prevention Plan as required during permitting.*
- *Discharging pollutants from vehicle and equipment cleaning into any storm drains or watercourses will be prohibited.*
- *Concrete waste materials and other debris from demolition and construction activities will not be allowed to enter the flowing water of the South Fork American River. Waste materials will be disposed of offsite, at an approved location, where they cannot enter surface waters.*
- *A Spill Prevention, Control, and Countermeasures (SPCC) Plan will be developed to provide consistent, appropriate responses to spills that may reasonably be expected with implementation of the project. The SPCC Plan will be kept on-site during construction and the appropriate materials and equipment will also be on-site during construction to ensure the SPCC Plan can be implemented. Personnel will be knowledgeable in the use and deployment of the materials and equipment so response to an accidental spill will be timely.*

CULTURAL RESOURCES

Impact CULT-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

Facts in Support of Findings.

The following mitigation measures will mitigate the impacts below the level of significance.

CULT 1 – CULT 7 are shown above in Section 2.0 above.

TRIBAL CULTURAL RESOURCES

Impact TRIB CULT-1: 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: 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 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.

Facts in Support of Findings.

The following mitigation measures will mitigate the impacts below the level of significance.

Mitigation Measure CULT-8: Tribal Cultural Resources

- *Implementation of measures CULT-1 to CULT-7 will reduce potential impacts to Tribal Cultural Resources to less than significant.*

GEOLOGY AND SOILS

Impact GEO-3: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide or subsidence

Facts in Support of Findings.

The following mitigation measure will mitigate the impact below the level of significance.

Implementation of measure NOI-1 will reduce potential impacts to less than significant. This mitigation measure is shown below in Noise.

HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-2: 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?

Impact HAZ-7: Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires

Facts in Support of Findings.

The following mitigation measure will mitigate the impact below the level of significance

Mitigation Measure HAZ-1 Arsenic Containing Soil

Contract provisions will require soil excavated from the west bank of the South Fork American River be kept in separate from other spoils and disposed of as Non-hazardous waste at a Class II or Class III landfill depending on facility acceptance standard.

Mitigation Measure HAZ-2 LBP, ADL, Earth Material Containing Lead

- *Contract provisions will require that LBP, on the existing metal trusses of the bridge, be abated prior to demolition in accordance with Caltrans Standard Special Provision 14-11.13 (Disturbance of Existing Paint Systems on Bridges) and 36-4 (Containing Lead from Paint and Thermoplastic).*

- *Contract provisions will require the existing striping and pavement marking materials on Mt. Murphy Rd along east side of bridge be abated prior to demolition in accordance with Caltrans Standard Special Provision 14-11.12 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue), Caltrans Standard Special Provision 36-4 (Containing Lead from Paint and Thermoplastic), and 84-9.03C (Remove Traffic Stripes and Pavement Markings Containing Lead).*
- *Contract provisions will require exposed soil waste/ spoils be managed in accordance with Caltrans- DTSC Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (29 June 2016), Caltrans Standard Special Provisions 7-1.02K(6)(j)(iii) (Earth Material Containing Lead), Caltrans Standard Specification 14-11.08 Regulated Material Containing Aerially Deposited Lead, and 14-11.09 Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead.*

Mitigation Measure HAZ-3 Treated Wood Waste

- *Contract provisions will require wooden railings on the bridge are managed in accordance with Caltrans Standard Specifications 14-11.14 (Treated Wood Waste) and DTSC's Treated Wood Waste Alternative Management Standard (22 CCR Chapter 34).*

In addition, Implementation of measure WILD-1 will reduce potential impacts to less than significant. This mitigation measure is shown below in Wildfire.

HYDROLOGY AND WATER QUALITY

Impact WQ-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Facts in Support of Findings.

The following mitigation measure will mitigate the impact below the level of significance

Implementation of mitigation measures BIO-1, and BIO-7 as well as adherence to Project permit requirements will ensure long-term soil stabilization and protect of water quality during construction and reduces the impact to less than significant.

NOISE AND VIBRATION

Impact NOI-2: Generation of excessive ground-borne vibration or ground-borne noise levels?

Facts in Support of Findings.

The following mitigation measure will mitigate the impact below the level of significance

Mitigation Measure NOI-1 (Vibration)

- *The construction contract will specify a maximum peak particle velocity (PPV) threshold (anticipated to be approximately 0.12 inches per second for transient sources and 0.08 inches per second for continuous/frequent intermittent sources at the historic buildings (the receiving structure) within the MGDShp during active construction of the Project).*
- *If the contractor proposes use of impact type equipment (i.e., impact pile driver, vibratory, rollers) the construction contractor will prepare a plan, for review and approval by the County,*

to minimize construction vibration damage using all reasonable and feasible means available. At a minimum the plan will include:

- *A procedure for establishing threshold and limiting vibration values for potentially affected structures based on an assessment of each structure's ability to withstand the loads and displacements due to construction vibrations.*
- *A vibration compliance monitoring plan to be implemented during construction.*

WILDFIRE

Impact WILD-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Facts in Support of Findings.

The following mitigation measure will mitigate the impact below the level of significance

Mitigation Measure WILD-1: Prepare and Implement a Fire Protection Plan

The County will require its contractors to prepare a Fire Protection Plan before construction begins in areas with moderate to high fire hazards. The Fire Protection Plan will include the following measures.

- *Internal combustion engines, stationary and mobile, will be equipped with spark arresters. Spark arresters shall be in good working order.*
- *Contractor will keep all construction sites and staging areas free of grass, brush, and other flammable materials.*
- *Personnel will be trained in the practices of the fire safety plan relevant to their duties. Construction and maintenance personnel shall be trained and equipped to extinguish small fires.*
- *Work crews shall have fire-extinguishing equipment on hand, as well as emergency numbers and cell phone or other means of contacting the Fire Department.*
- *Smoking will be prohibited while operating equipment and shall be limited to paved or graveled areas or areas cleared of all vegetation. Smoking will be prohibited within 30 feet of any combustible material storage area (including fuels, gases, and solvents). Smoking will be prohibited in any location during a Red Flag Warning issued by the National Weather Service for the project area (Red-Flag Warning" is a term used by fire-weather forecasters to call attention to limited weather conditions of particular importance that may result in extreme burning conditions.*

5.0 FINDINGS REGARDING ALTERNATIVES

CEQA requires that an EIR consider a reasonable range of alternatives to the proposed project. Alternatives must generally achieve the project objectives, and alternatives that avoid or reduce significant impacts of the project should be considered. Based on impacts identified in the EIR, and other reasons documented below, the County finds that adoption and implementation of the

proposed Project is the most desirable, feasible, and appropriate action and rejects other alternatives as either less desirable or infeasible based on consideration of the relevant factors identified herein.

As documented in Sections 2.0, 3.0, and 4.0 of these Findings, the County finds that the Project with implementation of mitigation measures in the MMRP would not result in any significant and unavoidable impacts Project-specific impacts. As documented in Section 6.0 of these Findings, the County finds that the Project would not result in cumulative considerable (i.e., significant) impacts when considered in combination with impacts of other past, present, or reasonably foreseeable projects.

An extensive alternative screening process occurred prior to the CEQA process commencing. This including considering three alternatives to existing bridge rehabilitation, 11 alignment alternatives, and eight structure types. The alternatives analyses are described in multiple reports including the 2014 Mt. Murphy Road Bridge Structural Analysis and Rehabilitation Feasibility Technical Memorandum, the 2015 Mt. Murphy Road Bridge Project Alternatives Analysis Report, the Alternatives Feasibility Study, 2016, the 2017 Structure Type Alternative Analysis Work Plan, and the 2018 Structure Advanced Planning Study.

After the screening process was complete, the County determined that in addition to the proposed Project, the single stage CIP concrete box girder build alternatives would fulfill the CEQA requirements of meeting many of the project objectives, would be feasible, and reduce or eliminate project impacts. In addition, a No-Project Alternative must be considered in an EIR. Therefore, the following alternatives are evaluated in comparison with the proposed Project.

- No-Project Alternative
- CIP Concrete Box girder, Single Stage Construction

No Project Alternative

CEQA requires that the “no project” alternative be evaluated in an EIR. For this Draft EIR, the No-Project Alternative assumes that the existing bridge would remain and continue to be maintained. The existing narrow one lane structure with no shoulders or sidewalks is shown on the Caltrans local bridge list with a sufficiency rating of 2 out of 100 (Caltrans, 2016). The bridges low sufficiency rating is the result of structural deficiencies as well as functional deficiencies. The existing bridge was posted for reduced load capacity with 14 tons for a two-axle vehicle, 21 tons for a three-axle vehicle, and 27 tons for a four-axle vehicle. Vehicles, pedestrians, and bicycles must share a single, narrow, travel lane which creates safety conflicts. In September 2021, a pickup truck crash on the bridge caused another emergency closure. In October 2021, the bridge was reopened with further reduced posted weight limits. Two-axle vehicles which exceed 12 tons and three-axle vehicles which exceed 19 tons are prohibited from using the bridge. The weight limits are a further reduction from the previously posted limits of 14 tons and 21 tons for two- and three-axle vehicles, respectively. The four-axle truck (originally posted at 27 tons) has been removed from the posting. Under the No-Project Alternative these issues would continue.

An alternatives analysis evaluated impacts of the No Project Alternative with the proposed Project. The analysis concluded that impacts associated with the No-Project Alternative would generally be

less that the Proposed Project as the No-Project Alternative would not require construction and the subsequent ground disturbing activities. The exception was for Greenhouse Gas Emissions which are projected to be slightly greater under the No-Project Alternative.

CIP Concrete Box Girder, Single Stage Construction

Under this alternative, the existing functionally and operationally deficient bridge would be replaced with a CIP concrete box girder bridge constructed in one phase. The total replacement bridge length is 445 ft and is composed of two 130 ft end spans and one 185 ft main span. Piers for the replacement bridge would consist of reinforced concrete pier walls. Abutments would consist of CIP concrete seat type abutments supported on CIDH piles. The lane configuration provides two 11 ft lanes, two 2 ft shoulders, an 8 ft sidewalk on the upstream side of the bridge and Caltrans Type 85 barriers. The structure width necessary to accommodate the roadway layout and barriers is 38 ft. The single-stage construction option is anticipated to take two years to complete.

The single-stage approach requires installation of a temporary bridge to maintain traffic during demolition of the existing structure and construction and of the replacement bridge. The single-stage construction approach requires installation of a temporary bridge to maintain traffic since the new structure is constructed along the existing roadway alignment. Implementing a roadway detour is not a viable option given the increased costs and impacts to improvements needed to make a safe connection to Marshall Road, and due to increased travel distance and impacts to response times for emergency responders. Installation of a full-length construction trestle downstream of the new bridge is anticipated. A full-length trestle will separate construction vehicles and equipment from public traffic, including pedestrians, and will therefore improve safety. If the contractor utilizes a partial length trestle, however, the temporary bridge must provide access for both construction work and public traffic. In either case, the temporary bridge can provide either one or two traffic lanes and separation between vehicular and pedestrian traffic. After construction of the replacement structure is complete, traffic is shifted to the final configuration.

The CIP concrete box girder alternative will require the use of falsework to construct the superstructure. Falsework beams can span up to approximately 90 ft, thereby minimizing the number of temporary supports and impact to the SFAR. The minimum falsework opening over the South Fork of the American River necessary to accommodate recreational use of the river is approximately 30 ft. Falsework can be designed to provide sufficient clear opening and adequate clearance above the river for freeboard and recreational users.

Replacement of the existing bridge on the existing alignment requires minor improvements to the existing SR 49 intersection. Intersection improvements would include conforming the new approaches to the intersection, repaving, and restriping. Cut and fill depths for the roadway improvements would range from approximately 2-20 ft of fill in the areas of the new bridge approaches to 3-4 ft of cut where retaining walls would be constructed to support the reconstructed approach roadway.

The alternatives analysis compared the anticipated impacts of this alternative with the preferred Alternative. The analysis concluded the following resource areas would have impacts similar to the preferred alternative:

- Agricultural and Forestry
- Air Quality (construction impacts would be greater)
- Tribal Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use, Planning, Population, and Housing
- Mineral Resources
- Recreation
- Wildfire

The following resource areas would have greater impacts under this CIP Concrete Box Girder, Single Stage Construction alternative as compared to the preferred alternative:

- Aesthetics
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology/Water Quality (magnitude of impact is potentially greater)
- Noise
- Public Services, Utilities, and Service Systems
- Traffic and Circulation

The environmentally superior alternative is the No-Project Alternative. However, if the No-Project Alternative is found to be the environmentally superior alternative, then Section 15126.6(e)(2) of the State CEQA Guidelines further requires that an EIR identify which among the other alternatives is the environmentally superior alternative. Determination of the environmentally superior alternative uses the impact evaluations of the proposed Project and of each alternative in a comparative process.

The No-Project Alternative is environmentally superior because it does not result in ground disturbance, loss of habitat, or other temporary and permanent construction impacts. The State CEQA Guidelines require that, if the No-Project Alternative is identified as environmentally superior, the EIR must identify an environmentally superior alternative among the other alternatives (Section 15126.6[e][2]). Of the remaining alternatives, the proposed Project is determined to be the environmentally superior alternative because it would have less impact than the single stage alternative.

6.0 FINDINGS REGARDING CUMULATIVE IMPACTS

CEQA requires an EIR to include examination of a project's cumulative impacts. As discussed in CEQA Guidelines Section 15130(a)(1), a cumulative impact "consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." As documented in the analysis presented in Section 5.2 of the Draft EIR, the County finds that none of the Project-specific impacts identified in the EIR would result in a substantial contribution to cumulative impacts.

7.0 FINDINGS REGARDING GROWTH INDUCEMENT

Section 15126(d) of the CEQA Guidelines requires that an EIR discuss the ways in which a project could foster economic or population growth in the surrounding environment.

Based on the analysis in Section 5.3 of the Draft EIR and as summarized below, the County finds that proposed Project would not induce growth.

Because Mt. Murphy Road is an existing roadway connecting the Coloma area with the Garden Valley area, the Project would not provide access to undeveloped areas. Rather, it would involve replacing and realigning a nonstandard bridge structure. Therefore, accessibility to employment, shopping, or other destinations is not expected to change.

The Project could reduce commute and trip times for those traveling over the bridge by removing the yield-sign control on the northside of the SFAR opposite Coloma. The reduced travel times would not be substantial and are unlikely to have an overall effect on employment and residential location decisions such that growth would occur.

Project-related growth is not reasonably foreseeable. Although the proposed Project would reduce the amount of maintenance-related closures, remove existing operational traffic and roadway deficiencies, and accommodate additional standard truck traffic relative to existing conditions, the Project would neither connect to undeveloped areas nor would it affect the underlying zoning in the area. The only land use change would be the incorporation of right-of-way for the bridge structure and abutments. Based on the analysis above, the proposed Project would not induce growth. No additional analysis related to growth is necessary.

8.0 STATEMENT OF OVERRIDING CONSIDERATION

Pursuant to CEQA section 21081 and CEQA Guidelines 15093, the County hereby finds, after consideration of the FEIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the project, as set forth below, independently and collectively outweigh this significant and unavoidable impact and are overriding considerations warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Record of Proceedings. On the basis of the above findings and the substantial evidence in the record of this proceeding, the County specially finds that there are significant benefits of the project to support approval of the Project in spite of the unavoidable significant impact to Cultural Resources, and therefore makes this Statement of Overriding Considerations. The County has committed to implementation of measures CULT-1 -

CULT-7 to reduce impacts of the Project. The demolition of a historic structure cannot be mitigated to less than significant. Even with the implementation of these mitigation measures, this is a significant unavoidable impact on cultural resources. As discussed in Section 2, a Draft MOA has been prepared and reviewed by the signatory agencies, Caltrans and the SHPO along with El Dorado County, State Parks, and the Shingle Springs Band of Miwok Indians, for compliance with Section 106 of the NHPA. The Cultural Resource mitigation measures in the Draft EIR are substantially similar to the measures in the MOA. The items under discussion do not materially affect the conclusions or mitigations as listed in the Draft EIR.

Although the County finds that the project will result in this significant and unavoidable impact, the County also finds that the Project benefits outweigh this impact. The County finds that, as part of the process of obtaining project approval, all significant effects on the environment from implementation of the project have been eliminated or substantially lessened, where feasible. All mitigation measures proposed in the EIR that are applicable to the project are adopted as part of this approval action. Furthermore, the County has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations.

Project benefits include the following:

- Replacing a bridge with one of the lowest sufficiency ratings in California.
- The proposed new bridge will correct the existing structural and functional deficiencies listed below:
 - Weight capacity limitations
 - The entire structure is fracture critical due to fracture critical truss members with eyebars and floor beam members.
 - Transverse and longitudinal cracks in the concrete bridge soffit
 - Transverse cracks in the approach span deck
 - Spalled concrete on the girder diaphragm at Pier 4
 - Vertical cracks on the interior faces of the girders.
 - Paint system chipped
 - Scattered areas of rust on the steel stringers
 - Several missing rivets
 - Truss members have areas of exposed bare steel which is covered in rust
 - Crack in abutment 1 right wingwall
 - A vertical, meandering crack along Abutment 7 and its adjacent right side wingwall
 - There are minor checks in the timber members of the railings
- The proposed new bridge maintains direct access the South Fork of the American River in Coloma (rather than creating a long detour).
- The proposed new bridge also corrects the following operation deficiencies associated with the existing bridge:
 - The existing bridge in one lane
 - There are no shoulders, bicycle facilities, or pedestrian walkways

ATTACHMENT A

MITIGATION MONITORING AND REPORTING PLAN

**MITIGATION MONITORING AND
REPORTING PLAN
FOR THE
*Mt. MURPHY BRIDGE REPLACEMENT PROJECT***

(No. 25C0004)

(SCH # 2015012056)

CEQA LEAD AGENCY:

El Dorado County

PREPARED:

March 2022

ADOPTED BY BOARD OF SUPERVISORS ON:

Introduction

Purpose

The County is proposing to replace the existing Mt. Murphy Road Bridge (25C0004) in Coloma. The existing bridge is located approximately 250 feet north of the intersection of State Route 49 (SR 49) and Mt. Murphy Road. The existing bridge carries Mt. Murphy Road over the South Fork American River (SFAR) and connects Coloma/ SR 49 with Marshall Road approximately 3 air miles north of the Project site. The bridge is located on the Coloma USGS topographic quad (T11N, R10E, Section 17, Mt. Diablo Meridian) and is in the South Fork American Hydrologic Unit (hydrologic unit code 18020129).

As described in the Environmental Impact Report, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The EIR also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. El Dorado County, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

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

Format of This Plan

The MMRP summarizes the potentially significant impacts and mitigation measures identified and described in the Project EIR. Potential impacts that have been determined “less than significant” or “no impact,” that require no mitigation, are not included in this MMRP.

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

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

Impacts and Associated Monitoring or Reporting Measures

Impact AES-3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Summary: Potential impacts to public views – see following mitigation measures set forth below: BIO-5, BIO-6, and BIO-7.

Impact AQ-3: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Summary: Potential impacts due to construction activities to result in release LBP, ADL, and Earth Material Containing Lead. Public views – see following mitigation measures set forth below: BIO-5, BIO-6, and BIO-7.

Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Summary: Potential for construction activities to result in impacts to special status species including Foothill Yellow-Legged Frog (FYLF), Western Pond Turtle (WPT), and Birds of Prey and Migratory Birds, bats, big-scale balsamroot, and Sierra arching sedge– see following mitigation measures set forth below: BIO1 - BIO-5.

Mitigation Measure BIO-1: FYLF

- *A preconstruction survey for FYLF shall be conducted by a qualified biologist within 48 hours prior to the start of vegetation removal and construction activities within the riparian and aquatic habitat in the Project area. The survey methodology will be based on Peek et al. (2017) Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments, or the most current guidelines at the time of the survey.*
- *If FYLF is found, the County will coordinate with CDFW to determine if a 2081(b) CESA ITP is needed.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of project work. All construction personnel will be briefed on how to recognize FYLF and other special-status species with potential to occur in the work zone, and who to contact should any be found in the work area. Construction personnel should also be informed that if a FYLF is encountered in the work area, construction will cease. The crew foreman will be responsible for ensuring that crewmembers adhere to the guidelines and restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *A qualified biologist will be present to monitor for FYLF during work in and adjacent to the river, including, but not limited to, grubbing and clearing activities in the riparian habitat, installation of any diversions and temporary work trestle, and installation of the temporary falsework. The qualified biologist will assist the County if FYLF are found, answer questions and make recommendations regarding implementation of FYLF avoidance and minimization measures at the direction of the CDFW. During construction, if a FYLF is observed in the active construction zone, construction will cease and a*

qualified biologist will be notified. FYLF will be allowed to leave the project area on their own. CDFW will be contacted for guidance before construction can resume.

- Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.
- Plastic monofilament netting (erosion control matting) or similar material containing netting shall not be used at the project site because the FYLF or other animals may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.
- Trees and shrubs scheduled for removal in the riparian habitat and South Fork American River will be removed by hand or hand tools, including chain saws and mowers. Root wads and stumps of trees and shrubs can be removed if determined necessary by the resident engineer. Mechanized vehicles will not be used to clear the brush.
- To ensure that diseases are not conveyed between work sites by the qualified biologist, the fieldwork code of practice developed by the Declining Amphibian Population Task Force will be followed at all times.
- To avoid attracting predators, a litter control program will be instituted at the entire Project site. All workers will ensure that food scraps, paper wrappers, food containers, cans, bottles, and other trash in the work area are deposited in covered or closed trash containers and removed regularly from the project area.

Implementation:

A pre-construction survey by a qualified Biologist and monitoring when construction occurs near the river. Completion of post-construction measures.

**Effectiveness
Criteria:**

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

Timing:

Pre-Construction, Construction, and Post-Construction Phases

Verified By:

_____ Date: _____
County Project Manager

Mitigation Measure BIO-2: Birds of Prey and Migratory Birds

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

Swallow

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

- The contractor will visit the site weekly and remove partially completed nests using either hand tools or high-pressure water; and/or

- Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.

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

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

No Active Nests Found:

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

Active Nests Found:

- If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities, or an injured or killed bird is found, immediately:
 4. Stop all work within a 100-foot radius of the discovery.
 5. Notify the Engineer.
 6. Do not resume work within the specified radius of the discovery until authorized.
- The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey or is a rookery, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.

Species Protection Areas

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

- Activity in the ESA will be restricted as follows:
 4. Do not enter the ESA unless authorized
 5. If the ESA is breached, immediately:
 - c. Secure the area and stop all operations within 100 feet of the ESA boundary.
 - d. Notify the Engineer.

6. *If the ESA is damaged, the County determines what efforts are necessary to remedy the damage and who performs the remedy.*

- *No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.*
- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*

If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.

Implementation:	Contractor will check for nests on a weekly basis to prevent nest establishment and provide records to the County.
	The County will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction, and implement appropriate timing and buffer area avoidance measures to protect migratory birds, as described above.
	Contractor will be required to provide records of nesting during construction.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phases
Verified By:	_____ Date: _____ County Project Manager

Mitigation Measure BIO-3: Bats

The maternity season for bats in California is generally considered to be from 15 May through 15 August and the hibernation season from 15 November through the end of February.

- *A qualified biologist shall conduct a preconstruction survey for roosting bats within 2 weeks prior to the start of construction. Surveys can also be performed earlier than 2 weeks prior to the start of construction.*
- *If no bats or sign or their use is observed during the survey no further measures are required.*
- *If sign of or direct observation of a maternity or hibernation roost is recorded during the survey, no project related disturbance will occur to the structure containing the roosting bats until a qualified biologist determines, by observation, that the bats using the maternity or hibernation roost have departed for the season.*

- *If it is determined during the preconstruction survey that bats are using the bridge outside maternity and hibernation seasons listed in this measure exclusion devices will be installed. Exclusion devices can be installed anytime outside of the maternity and hibernation season of roosting bats listed above.*
- *Exclusion devices shall remain in place until demolition of the bridge.*
- *Removal or trimming of trees or relocation of any structure that contains an active roost will be avoided between 15 May and 15 August (the maternity period) to avoid impacts on reproductively active females and dependent young.*

Implementation:	The County will retain a qualified biologist to conduct a preconstruction survey for roosting bats within 2 weeks prior to the start of construction. Surveys can also be performed earlier than 2 weeks prior to the start of construction.
Effectiveness Criteria:	Removal or trimming of trees or relocation of any structure that contains an active roost will be avoided between 15 May and 15 August.
Timing:	The County will verify incorporation of measure in permit documentation and plans and will review and approve compensation plan and/or proof of purchase, as applicable prior to issuance of a grading/building permit.
Verified By:	Pre-Construction and Construction Phases _____ County Project Manager
	Date: _____

Mitigation Measure BIO-4: Big-scale balsamroot and Sierra arching sedge

- *A botanical survey of the Project area will be conducted prior to initial construction activities during the evident and identifiable period of special-status plant species that could occur in the study area (May-July). The survey will be conducted in accordance with standard 2018 (or most recent) CDFW survey protocols, where applicable.*
- *If no sensitive plant species are detected during the botanical survey, no further avoidance and minimization efforts will be required.*
- *If sensitive plant species are detected during the botanical survey, the plants will be avoided to the maximum extent practicable during construction of the proposed project. Environmentally Sensitive Areas (ESAs) will be established around sensitive plant occurrences within the Project area to exclude construction activities. Temporary exclusionary fencing will be installed to define the limits of the ESA.*
- *If avoidance is not feasible, the plants will be transplanted to a suitable location in the Project area. The County will coordinate transplantation activities with the appropriate regulatory and resource agencies.*

Implementation:	The County will retain a qualified biologist to conduct a botanical survey prior to the start of construction. If sensitive plant species are detected, the plants will be avoided to the maximum extent practicable during construction of the proposed project.
Effectiveness Criteria:	The County will verify incorporation of measure in permit documentation and plans and will review and approve compensation plan and/or proof of purchase, as applicable prior to issuance of a grading/building permit.
Timing:	Pre-Construction and Construction Phases
Verified By:	<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>Date: _____</div> </div> <div style="text-align: center;">County Project Manager</div>

Mitigation Measure BIO-5: Fremont Cottonwood Riparian

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

Implementation:	Tree removal will be minimized to the extent possible. ESA fencing will be in place prior to commencement of construction.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phase
Verified By:	<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>Date: _____</div> </div> <div style="text-align: center;">County Project Manager</div>

Impact BIO-2: 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 CDFW or USFWS

Summary: Potential temporary and permanent impacts on oaks and Fremont Cottonwood Riparian – see following mitigation measures set forth below: BIO-6.

Mitigation Measure BIO-6: Oak Trees

- *Mitigation for removal of individual valley oak trees shall be based on an inch-for-inch replacement standard, and shall be quantified and outlined in an oak resources technical report. Prior to construction the County will obtain an Oak Tree Removal Permit in accordance with ORMP implementing ordinance No.*

5061, Section 130.39.070. In accordance with ORMP implementing ordinance No. 5061, Sections 130.39.070(D) and (E) the Oak Tree Removal Permit application will be accompanied by an Oak Resources Technical Report and Code Compliance Certificate. The Oak Resources Technical Report must include all pertinent information, documents and recommended mitigation as specified in the ORMP. A Code Compliance Certificate will be submitted verifying that no Oak Resources have been impacted (in the Project area) within two years prior to application submittal.

- The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that are removed by the Project. The individual oak tree in-lieu fee will be in accordance with Table 6 in section 3.2 (Oak Trees) of the September 2017, ORMP.

	The County will obtain an Oak Tree Removal Permit prior to construction.
Implementation:	The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that are removed by the Project.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phase
Verified By:	_____ Date: _____ County Project Manager

Impact BIO-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Summary: Potential temporary and indirect effects on the SFAR - see following mitigation measures set forth below: BIO-7.

Mitigation Measure BIO-7: South Fork American River

- During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of South Fork American River.
- Any water diversion in South Fork American River will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; August 2004b) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.
- Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channels to prevent transport of materials into the adjacent South Fork American River. The preferred distance is a minimum 100 feet from riparian habitat or water bodies. A silt fence will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil and water from external grease and oil and from leaking hydraulic fluid, fuel, oil, and grease.
- Riparian vegetation will be avoided and preserved to the maximum extent practicable. The limits of vegetation removal will be marked with temporary fencing or flagging.
- Areas temporarily disturbed on the banks of South Fork American River within the Project area will be revegetated in accordance with the Revegetation Planting and Erosion Control Specifications in Appendix F

of the Project NES and will be coordinated with the MGDSP and Coloma Resort as applicable. No seed of nonnative species will be used unless certified to be sterile.

- Reseeded areas will be covered with a biodegradable erosion control fabric or a hydraulically applied cover where applicable to prevent erosion and downstream sedimentation, as applicable and as determined by the project engineer. The project engineer will determine the specifications needed for erosion control fabric (e.g., sheer strength) based on anticipated maximum flow velocities and soil types.
- Environmentally sensitive areas (ESAs) will be fenced to prevent encroachment of equipment and personnel into riparian areas, the river channels and banks, and other sensitive habitats. ESAs will be clearly flagged for the duration of site construction. Access to and use of ESAs will be restricted. Vehicle fueling and staging areas will be located at least 50 feet from flagged ESAs.
- The contractor will prepare and implement a Stormwater Pollution Prevention Plan as required during permitting.
- Discharging pollutants from vehicle and equipment cleaning into any storm drains or watercourses will be prohibited.
- Concrete waste materials and other debris from demolition and construction activities will not be allowed to enter the flowing water of the South Fork American River. Waste materials will be disposed of offsite, at an approved location, where they cannot enter surface waters.
- A Spill Prevention, Control, and Countermeasures (SPCC) Plan will be developed to provide consistent, appropriate responses to spills that may reasonably be expected with implementation of the project. The SPCC Plan will be kept on-site during construction and the appropriate materials and equipment will also be on-site during construction to ensure the SPCC Plan can be implemented. Personnel will be knowledgeable in the use and deployment of the materials and equipment so response to an accidental spill will be timely.

Implementation:	Implement BMPs and other measures Water diversions will be completed in accordance with the County of El Dorado Stormwater Management Plan. The contractor will prepare and implement a Stormwater Pollution Prevention Plan. A Spill Prevention, Control, and Countermeasures (SPCC) Plan will be developed.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phase
Verified By:	<div style="display: flex; justify-content: space-between;"> _____ Date: _____ </div> <div style="display: flex; justify-content: space-between;"> County Project Manager </div>

Impact CULT-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5

Summary: The Project will remove and replace the Mt. Murphy Road Bridge which has been determined eligible for listing in the CRHR - see following mitigation measures set forth below:
CULT 1 – CULT-7.

Mitigation Measure CULT-1: Design Features

- *The Proposed Bridge Design for the Mt. Murphy Rd. Bridge Replacement shall incorporate bridge features similar and consistent with the earlier bridge crossing structures, examples include: 1. truss portals with cables resembling the current truss bridge and earlier suspension bridge, 2. use of timber texturing and oversized sidewalk resembling a "boardwalk" similar to the earlier timber approaches, and 3. recesses and curvatures in the profile of the proposed bridge similar to the existing concrete approaches.*

Implementation:	Bridge design will incorporate elements listed above.
Effectiveness Criteria:	The County will ensure design features are included during construction.
Timing:	Pre-Construction and Construction Phases
Verified By:	_____ Date: _____ County Project Manager

Mitigation Measure CULT-2: Historic American Engineering Record (HAER)

- *Prior to the start of construction, Caltrans shall contact the regional Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) coordinator at the National Park Service Interior Regions 8, 9, 10, and 12 Regional Office (NPS) to request that NPS stipulate the level of and procedures for completing the documentation. Within ten (10) days of receiving the NPS stipulation letter, Caltrans shall send a copy of the letter to all consulting parties for their information.*
- *Caltrans will ensure that all recordation documentation activities completed by the County or its designee are performed or directly supervised by architects, historians, photographers, and/or other professionals meeting the qualification standards in the Secretary of Interior's Professional Qualification Standards (36 CFR 61, Appendix A).*
- *Upon receipt of the NPS written acceptance letter, the County or its designee, with oversight by Caltrans Professionally Qualified Staff (PQS) in the appropriate discipline, will make archival, digital library-quality copies of the documentation and provide them to the Caltrans Library and History Center, Sacramento; the California Office of Historic Preservation; and the Caltrans Cultural Studies Office. Additional copies will be offered to the El Dorado County Public Library, Placerville Branch, the El Dorado County Historical Society, and the California State Library.*
- *Caltrans shall notify SHPO that the documentation is complete and all copies distributed, as outlined in section II.B.3 of the Memorandum of Agreement (MOA), and include the completion of the documentation in the annual report.*

Implementation:	Caltrans shall contact the regional Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey	
Effectiveness Criteria:	Caltrans shall notify SHPO that the documentation is complete. The County will ensure the notification is completed.	
Timing:	Pre-Construction Phase	
Verified By:	_____	Date: _____
	County Project Manager	

Mitigation Measure CULT-3: Interpretive Exhibits

- *The County, with oversight from Caltrans PQS and in coordination with State Parks, shall develop and install an interpretive exhibit near the location of the new bridge. The County has identified the “vista point” area on Mt. Murphy Road as a likely location for the interpretive panels; however, the final number, placement, and content of the interpretive panels will be determined in consultation with Caltrans, State Parks, SHPO, and interested Native American parties. The County will coordinate with the Marshall Gold Discovery State Historic Park Museum in the preparation of the exhibit to maintain consistency with the format and style with the Park’s existing interpretive program.*
- *The County shall, at a minimum, develop an interpretive display relating to the succession of bridges built historically at or near the Mt. Murphy Road Bridge crossing. The County shall provide the information and materials resulting from the HAER recordation efforts to State Parks. The County and State Parks, with oversight from Caltrans, will use the HAER materials to develop an exhibit which may feature reproductions of photographs of the various timber trestle, wire suspension, and truss bridges at this site and include historical data regarding each bridge.*
- *The County shall submit drafts of the proposed interpretive exhibit materials to consulting parties for a 30-day review and comment period. The County, with oversight from Caltrans PQS and in coordination with State Parks, will take all comments into account in the production of the final interpretive exhibits.*

Implementation:	The County, with oversight from Caltrans PQS and in coordination with State Parks, shall develop and install an interpretive exhibit near the location of the new bridge.	
Effectiveness Criteria:	The County will ensure the interpretive exhibit is completed as a component of the Project.	
Timing:	Pre-Construction and Construction Phases	
Verified By:	_____	Date: _____
	County Project Manager	

Mitigation Measure CULT-4: Prepare Revised National Register Nomination for Coloma Historic District

- *The County, with oversight from Caltrans PQS in the appropriate discipline(s), will contract with PQS historical or historic architectural and archaeological consulting firms to prepare a revised National Register nomination for Coloma Historic District, a nomination that takes into account changes in*

documentation requirements since the existing forms were prepared in the 1970s. The nomination will conform to National Register Bulletin 16A, "How to Complete National Register Forms" as well as any California-specifics as posted on the website of the SHPO. The revised nomination will include consideration of previously recorded contributing and non-contributing historical archaeological resources that are found to be associated with the Coloma Historic District. Caltrans and the County will provide the signatory parties staff an opportunity to review and comment on the draft nomination before formal submittal to California SHPO.

Implementation:	The County, with oversight from Caltrans PQS, will prepare a revised National Register nomination for Coloma Historic District.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction
Verified By:	<div style="display: flex; justify-content: space-between;"> <div style="border-bottom: 1px solid black; width: 60%;"></div> <div>Date: <div style="border-bottom: 1px solid black; width: 35%;"></div></div> </div> <div style="text-align: center; margin-top: 5px;">County Project Manager</div>

Mitigation Measure CULT-5: Reporting Requirements and Related Reviews

- *Within thirty (30) days after the County has determined that all fieldwork required under Stipulation II.E of the MOA has been completed, the County will ensure preparation and concurrent distribution to Caltrans District 3, the Caltrans Cultural Studies Office (CSO) and other MOA parties of a brief letter report that summarizes the field efforts and the preliminary findings that result from them. MOA parties will have thirty (30) days from the date of receipt to review and comment on the preliminary findings. Comments will be shared with the SHPO prior to finalization of letter report. The finalized letter report will then subsequently be distributed to MOA parties for their records.*
- *Within twelve (12) months after the County has determined that all fieldwork required by Stipulation II.E of the MOA has been completed, the County will ensure preparation and subsequent concurrent distribution to Caltrans District 3, the CSO, and the other MOA parties, for review and comment, a draft technical report that documents the results of PRDMP. The other MOA parties will be afforded forty-five (45) days following receipt of the draft technical report to submit any written comments to Caltrans District 3. Failure of these parties to respond within this time frame shall not preclude Caltrans District 3 from authorizing revisions to the draft technical report, as Caltrans District 3 may deem appropriate.*
- *Copies of the final technical report document the results of the PRDMP and any other subsequent documentation will be distributed by the County to the other MOA parties and (as applicable) to the Sacramento North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS).*

Implementation:

Within thirty (30) days after the County has determined that all fieldwork required under Stipulation II.E of the MOA has been completed, the County will ensure preparation and concurrent distribution.

Within twelve (12) months after the County has determined that all fieldwork required by Stipulation II.E of the MOA has been completed, the County will ensure preparation and subsequent concurrent distribution for review and comment, a draft technical report that documents the results of PRDMP.

Copies of the final technical report document will be distributed upon completion.

**Effectiveness
Criteria:**

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

Timing:

Pre-Construction and Construction Phases

Verified By:

County Project Manager

Date: _____

Mitigation Measure CULT-6: Post-Review Discovery and Monitoring Plan

- Caltrans District 3 has prepared a Post Review Discovery and Monitoring Plan (PRDMP), which is attached to the Finding of Effect, in accordance with Stipulation XV.A of the Section 106 PA. This PRDMP shall have in place a plan for treatment of archaeological properties, should they be discovered within the ADI after execution of this MOA.
- If Caltrans District 3, in conjunction with the County, determines, after construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for listing in the NRHP, or affect a known historic property in an unanticipated manner, the County will address the discovery or unanticipated effect in accordance with the PRDMP. Caltrans at its discretion may hereunder assume any discovered property to be eligible for listing in the NRHP in accordance with 36 CFR § 800.13(c).

Implementation:

If Caltrans District 3, in conjunction with the County, determines, that the Undertaking will affect a previously unidentified property that may be eligible for listing in the NRHP, or affect a known historic property in an unanticipated manner, the County will address the discovery or unanticipated effect in accordance with the PRDMP.

**Effectiveness
Criteria:**

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

Timing:

Pre-Construction

Verified By:

County Project Manager

Date: _____

Mitigation Measure CULT-7: ESA Action Plan

- *The County, with oversight from Caltrans PQS, shall ensure that the Undertaking will not adversely affect known archaeological properties that include: CA-ELD-56 and -57, the multicomponent site identified by Rouse along SR 49 south of Mt. Murphy Road, the area behind the Bekearts building, and Gallagher field on the east side of the river by designating those resources as Environmentally Sensitive Areas (ESA) and through implementation of the ESA Action Plan, which is attached to the Finding of Effect.*
- *The County, with oversight from Caltrans PQS, shall ensure that the portions of archaeological sites contributing or potentially contributing to the Coloma Historic District outside of the Area of Direct Impact (ADI) will not be adversely affected by the Undertaking because they will be established as ESAs and work within these areas will be prohibited or restricted, as detailed in the ESA Action Plan, which is attached to the Finding of Effect.*

Implementation:

The County will ensure surrounding historical properties are protected consistent with the ESA Action Plan.

Effectiveness

Criteria:

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

Timing:

Pre-Construction and Construction Phases

Verified By:

Date:

County Project Manager

Impact CULT-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

Summary: The Project area has the potential to contain archaeological resources - see following mitigation measures discussed above: CULT 1 – CULT-7.

Impact TRIB CULT-1: 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: 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 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.

Summary: The Project area has the potential to contain tribal resources - see following mitigation measure to reduce impact to less than significant: CULT-8.

Mitigation Measure CULT-8 (Native American Monitoring): Implementation of measures CULT-1 to CULT-7 will reduce potential impacts to Tribal Cultural Resources to less than significant.

Implementation:	The measure is implemented with the completion of the seven cultural resources mitigation measures listed above.	
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.	
Timing:	Pre-Construction and Construction Phases	
Verified By:	_____	Date: _____
	County Project Manager	

Impact GEO-3: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide or subsidence

Summary: The Project area has the potential to create vibrations that could impact buildings in the vicinity. see following mitigation measures set forth below: NOI-1.

Impact HAZ-2: 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?

Summary: The Project area has the potential to contain arsenic in soil, to disturb LBP, ADL, Earth Material Containing Lead, and treated wood - see following mitigation measure to reduce impact to less than significant: HAZ-1 – HAZ-3.

Mitigation Measure HAZ-1 Arsenic Containing Soil

Contract provisions will require soil excavated from the west bank of the South Fork American River be kept in separate from other spoils and disposed of as Non-hazardous waste at a Class II or Class III landfill depending on facility acceptance standard.

Implementation:	West bank of the SFAR soil will be disposed separate from other spoils.	
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.	
Timing:	Pre-Construction and Construction Phases	
Verified By:	_____	Date: _____
	County Project Manager	

Mitigation Measure HAZ-2 LBP, ADL, Earth Material Containing Lead

- *Contract provisions will require that LBP, on the existing metal trusses of the bridge, be abated prior to demolition in accordance with Caltrans Standard Special Provision 14-11.13 (Disturbance of Existing Paint Systems on Bridges) and 36-4 (Containing Lead from Paint and Thermoplastic).*

- *Contract provisions will require the existing striping and pavement marking materials on Mt. Murphy Rd along east side of bridge be abated prior to demolition in accordance with Caltrans Standard Special Provision 14-11.12 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue), Caltrans Standard Special Provision 36-4 (Containing Lead from Paint and Thermoplastic), and 84-9.03C (Remove Traffic Stripes and Pavement Markings Containing Lead).*
- *Contract provisions will require exposed soil waste/ spoils be managed in accordance with Caltrans-DTSC Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (29 June 2016), Caltrans Standard Special Provisions 7-1.02K(6)(j)(iii) (Earth Material Containing Lead), Caltrans Standard Specification 14-11.08 Regulated Material Containing Aerially Deposited Lead, and 14-11.09 Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead.*

	LBP, striping, and pavement marking will be abated prior to demolition.
Implementation:	Soil waste/ spoils be managed in accordance with Caltrans- DTSC Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phases
Verified By:	_____ Date: _____ County Project Manager

Mitigation Measure HAZ-3 Treated Wood Waste

- *Contract provisions will require wooden railings on the bridge are managed in accordance with Caltrans Standard Specifications 14-11.14 (Treated Wood Waste) and DTSC's Treated Wood Waste Alternative Management Standard (22 CCR Chapter 34).*

Implementation:	Wooden railings on the bridge will be managed in accordance with Caltrans Standard Specifications
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction Phases
Verified By:	_____ Date: _____ County Project Manager

Impact HAZ-7: Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires

Summary: The Project area has the potential to increase wildfire risk - see following mitigation measure set forth below: WILD-1.

Impact WQ-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Summary: The Project area has the potential to create impacts to water quality - see the mitigation measures shown above: BIO-1 and BIO-7.

Impact NOI-2: Generation of excessive ground-borne vibration or ground-borne noise levels?

Summary: The Project area has the potential to create vibration that could impact buildings - see following mitigation measure set forth below: NOI-1.

Mitigation Measure NOI-1 (Vibration)

- *The construction contract will specify a maximum peak particle velocity (PPV) threshold (anticipated to be approximately 0.12 inches per second for transient sources and 0.08 inches per second for continuous/frequent intermittent sources at the historic buildings (the receiving structure) within the MGDShp during active construction of the Project).*
- *If the contractor proposes use of impact type equipment (i.e., impact pile driver, vibratory, rollers) the construction contractor will prepare a plan, for review and approval by the County, to minimize construction vibration damage using all reasonable and feasible means available. At a minimum the plan will include:*
 - *A procedure for establishing threshold and limiting vibration values for potentially affected structures based on an assessment of each structure's ability to withstand the loads and displacements due to construction vibrations.*
 - *A vibration compliance monitoring plan to be implemented during construction.*

Implementation:

The construction contract will specify a maximum peak particle velocity (PPV) threshold.

If the contractor proposes use equipment that could create vibration impacts, the construction contractor will prepare a plan, for review and approval by the County.

**Effectiveness
Criteria:**

The County will prepare and keep on file documentation verifying that noise-reducing construction practices are being implemented throughout construction.

Timing:

Construction Phase

Verified By:

County Project Manager

Date: _____

Impact WILD-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Summary: The Project area has the potential to increase wildfire risk - see following mitigation measure set forth below: WILD-1.

Mitigation Measure WILD-1: Prepare and Implement a Fire Protection Plan

The County will require its contractors to prepare a Fire Protection Plan before construction begins in areas with moderate to high fire hazards. The Fire Protection Plan will include the following measures.

- *Internal combustion engines, stationary and mobile, will be equipped with spark arresters. Spark arresters shall be in good working order.*
- *Contractor will keep all construction sites and staging areas free of grass, brush, and other flammable materials.*
- *Personnel will be trained in the practices of the fire safety plan relevant to their duties. Construction and maintenance personnel shall be trained and equipped to extinguish small fires.*
- *Work crews shall have fire-extinguishing equipment on hand, as well as emergency numbers and cell phone or other means of contacting the Fire Department.*
- *Smoking will be prohibited while operating equipment and shall be limited to paved or graveled areas or areas cleared of all vegetation. Smoking will be prohibited within 30 feet of any combustible material storage area (including fuels, gases, and solvents). Smoking will be prohibited in any location during a Red Flag Warning issued by the National Weather Service for the project area (Red-Flag Warning" is a term used by fire-weather forecasters to call attention to limited weather conditions of particular importance that may result in extreme burning conditions.*

Implementation:	The County will require its contractors to prepare a Fire Protection Plan
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying that the fire protection practices are being implemented throughout construction.
Timing:	Pre-Construction and Construction Phases
Verified By:	<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>Date: _____</div> </div> <div style="text-align: center;">County Project Manager</div>