

Calaveritas Road Bridge Rehabilitation Project

CALAVERAS COUNTY, CALIFORNIA

Initial Study with Mitigated Negative Declaration



Prepared by Dokken Engineering

Prepared for Calaveras County



May 2019

General Information about this Document

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What's in this document: Calaveras County (County) has prepared this document, which examines the potential environmental impacts for the proposed Calaveritas Road over Calaveritas Creek Bridge Rehabilitation Project (project) located in Calaveras County, California. The County is the lead agency under the California Environmental Quality Act (CEQA). Pursuant to compliance with CEQA, this project requires an Initial Study (IS) that could result in a Mitigated Negative Declaration.

This document tells you why the project is being proposed, what actions are being considered, how the existing environment could be affected by the project, the potential environmental impacts of the proposed project, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do: Please read this IS/MND document. Additional copies of this document are available for review at the following locations:

Calaveras County
Department of Public Works
891 Mountain Ranch Road
San Andreas, CA 95249

<http://publicworks.calaverasgov.us/>

- We welcome your comments beginning June 28, 2019. If you have any comments or concerns regarding the proposed project, send your written comments to the County by the deadline: July 29, 2019.
- Submit comments via U.S. mail to the County at the following address: Calaveras County, Department of Public Works Attn: Jennifer Ellis, 891 Mountain Ranch Road, San Andreas, CA 95249.
- Submit comments via email to: JEllis@co.calaveras.ca.us

What happens next: After comments are received from the public and reviewing agencies, the County may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, (3) undertake further preliminary designing to avoid environmental issues or, (4) abandon the project. If the project is given environmental approval and funding is appropriated, the County could design and construct all or part of the project.

Calaveritas Road Over Calaveritas Creek Bridge Rehabilitation Project

**INITIAL STUDY
with Mitigated Negative Declaration**

Submitted Pursuant to: Division 13, California Public Resources Code

CALAVERAS COUNTY

Date of Approval

Joshua H. Pack, Director
County of Calaveras Department of Public Works

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, California Public Resources Code

Calaveras County, in coordination with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to rehabilitate and strengthen the Calaveritas Road Bridge (Bridge Number 30C-0024) over Calaveritas Creek. The bridge is located just south of the town of Calaveritas, Calaveras County.

Determination

This document has been prepared to give notice to interested agencies and the public that it is Calaveras County's intent to adopt a Mitigated Negative Declaration for this project. This Mitigated Negative Declaration is subject to modification based on comments received by interested agencies and the public.

Calaveras County has prepared an Initial Study for this project and, pending public review, expects this study to determine that the proposed project would not have a significant effect on the environment for the following reasons:

The project would have no potential impact to Agricultural and Forest Resources, Energy, Land Use and Planning, Mineral Resources, Population and Housing, and Recreation.

The project would have less than significant impacts to Air Quality, Geology and Soils, Greenhouse Gas Emissions, Noise, Public Services, Tribal Cultural Resources, Wildfire, and Utilities and Service Systems.

The project has the potential to significantly impact Aesthetics, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, and Transportation; however, those potential impacts would be reduced to a less than significant level with inclusion of the following avoidance, minimization, and mitigation measures:

- Aesthetics Measure VIS-1
- Biological Resources Measures BIO-1 through BIO-14
- Cultural Resources Measures CUL-1 through CUL-8
- Hazards and Hazardous Materials Measures HAZ-1 through HAZ-5
- Hydrology and Water Quality Measures WQ-1 through WQ-2
- Noise Measures NOS-1 through NOS-2
- Transportation Measure TRA-1

These mitigation measures can be found following each section of the CEQA Environmental Checklist as well as in Appendix C: Mitigation Monitoring Plan.

The project does not have impacts that are individually limited, but cumulatively considerable. Viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, none of this project's impacts would be considered cumulatively significant impacts to the environment.

Josh Pack, Director of Public Works

Date

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Project Description and Background

Project Title:	<i>Calaveritas Bridge Rehabilitation Project</i>
Lead agency name and address:	Calaveras County 891 Mountain Ranch Road San Andreas, CA 95249
Contact person and phone number:	Jennifer Ellis, Senior Engineer Phone number: (209) 754-6401
Project Location:	Calaveritas Road, Calaveras County
Project sponsor's name and address:	Joshua H. Pack, Director 891 Mountain Ranch Road San Andreas, CA 95249
General plan description:	Calaveras County, in coordination with the California Department of Transportation (Caltrans), proposes to rehabilitate and strengthen the Calaveritas Road Bridge (Bridge Number 30C-0024) over Calaveritas Creek. The bridge is located just south of the town of Calaveritas in Calaveras County. Calaveritas Road is a rural connector road that provides vehicular access through the town of Calaveritas between the town of San Andreas to the northwest and the City of Angels Camp to the southeast. Built in 1928, the single span steel, warren, pony truss bridge is approximately 102 feet long, 18 feet wide, and carries one lane of two-directional traffic over Calaveritas Creek. The bridge has a timber deck with an asphalt concrete wearing surface.
Purpose and Need	In 2017, a Caltrans Structure Inventory and Appraisal Report gave the bridge a sufficiency rating of 41.9. Caltrans has determined that the bridge is structurally deficient due to a low superstructure rating based on a combination of the steel condition and a limited live load capacity. As a result, the bridge has been recommended for rehabilitation. The proposed project would rehabilitate and strengthen the existing bridge over Calaveritas Creek to provide an improved local transportation facility.
Zoning:	Residential (R1), Agricultural (AP), and Unclassified (U)
Project History	<p>The project, previously called the Calaveritas Road Bridge Replacement Project, proposed to replace the Calaveritas Road Bridge (Bridge Number 30C-0024) over Calaveritas Creek and improve the approach roadways.</p> <p>An Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the Bridge Replacement Project were circulated to the public from September 5, 2014 to October 6, 2014. The following technical studies were also prepared that provided background information to the respective sections of the IS/MND: Visual Impact Assessment (VIA) (September 2013), Natural Environment Study (NES) (August 2013), Community Impact Assessment (CIA) (June 2013), Historic Property Survey Report (HPSR) (September 2013), an Initial Site Assessment (ISA) (September 2013), Water Quality Technical Memorandum (June 2013), Location Hydraulic Study (June 2013), and Construction Noise Technical Memorandum (June 2013).</p> <p>During the public circulation and review period, numerous comments from local Town of Calaveritas residents were received indicating opposition to the replacement option and noting the historic importance of the bridge to the local community. In 2015, the</p>

	<p>bridge was evaluated and found to be eligible for the National Register of Historic Places (NRHP) and the bridge was ultimately listed on the NRHP in November 2015. As a result of this evaluation and subsequent listing on the NRHP, Calaveras County initiated a new effort to identify alternatives to full bridge replacement. In February 2019, a Bridge Strengthening Report was prepared to assess the feasibility for rehabilitating and strengthening the Calaveritas Road Bridge. Rehabilitation and strengthening with no adverse effect to the historic significance of the structure was selected as the preferred project alternative. This document provides an environmental analysis of the rehabilitation and strengthening alternative and utilizes much of the environmental information from the prior bridge replacement project IS/MND.</p> <p>In April 2019, the following technical studies were updated to address the project change from bridge replacement to bridge rehabilitation: VIA Update Memorandum, revised NES, Supplemental HPSR, ISA Update Memorandum, CIA Update Memorandum, and Water Quality Update Memo. This IS/MND describes the potential environmental impacts based on the original 2014 environmental technical studies and the updated studies listed above. In general, the change to a bridge rehabilitation project has reduced the environmental impacts to the project area when compared to the 2014 Bridge Replacement Project Draft IS/MND. Furthermore, the document has been revised to conform to current CEQA Guidelines that became effective December 28, 2018.</p>
Description of project:	<p>Calaveras County, in coordination with the California Department of Transportation (Caltrans), proposes to rehabilitate and strengthen the Calaveritas Road Bridge (Bridge Number 30C-0024) over Calaveritas Creek. The bridge is located just south of the town of Calaveritas in Calaveras County. Calaveritas Road is a rural connector that provides vehicular access through the town of Calaveritas between the town of San Andreas to the northwest and the City of Angels Camp to the southeast. Built in 1928, the single span steel, warren pony truss bridge is approximately 102 feet long, 18 feet wide, and carries one lane of two-directional traffic over Calaveritas Creek. The bridge has a timber deck with an asphalt concrete wearing surface.</p> <p>In 2017, a Caltrans Structure Inventory and Appraisal Report gave the bridge a sufficiency rating of 41.9. Caltrans has determined that the bridge is structurally deficient due to a low superstructure rating based on a combination of the steel condition and a limited live load capacity.</p> <p>As the bridge is listed on the National Register of Historic Places, replacement of the bridge was found not to be a feasible alternative. In February 2019, a Bridge Strengthening Report was prepared to assess the feasibility for rehabilitating and strengthening the Calaveritas Road Bridge. Rehabilitation and strengthening with no adverse effect to the historic significance of the structure was selected as the preferred project alternative. Caltrans is the designated NEPA lead agency for this project acting under delegation from the Federal Highways Administration. A combination of Federal Highway Bridge Program and Toll Credit funds has been approved for the Calaveritas Road Bridge Rehabilitation project.</p> <p>The proposed project consists of the following elements:</p> <p><u>Bridge Strengthening</u> Major components of the truss (chords, floor beams and cross girders) would be disassembled and strengthened in a specialized fabrication shop offsite. To strengthen</p>

	<p>the top chord, a supplemental steel tube section (HSS) member would be added within the hollow section of the top chord. Additional gusset plates would be installed behind the existing gusset plate to tie the top chord to the other truss members. To strengthen the top chord, bottom chord, and diagonal members, existing rivets that are corroded and/or undersized would be removed and replaced with new upsized rivets to increase structural capacity. The cross girders beneath the bridge deck, which have corroded and undersized members, would be strengthened by welding or bolting plates to the top and bottom flanges of the beams. Once strengthened, cleaned and painted, the truss components would be brought back to the site and reassembled.</p> <p><u>Bridge Deck Replacement</u> The significantly deteriorated bridge deck would be removed and replaced with a reinforced concrete bridge deck to provide a longer service life with decreased maintenance. The replacement bridge deck would require steel shims and permanent corrugated metal deck forms that would only be visible from underneath the bridge. Additionally, the bridge deck would be replaced with concrete to provide a reinforced concrete curb and strong connection to install the replacement bridge railing.</p> <p><u>Bridge Railing Replacement</u> The existing bridge railing would be replaced with MASH tested and approved bridge railing. The new bridge railing would also be compatible with the architecture of the existing bridge. In addition to the bridge railing, improvements would be made to the approach guard railing to meet the geometric constraints of the site.</p> <p><u>Bridge Abutment Rehabilitation and Anchorage Strengthening</u> The existing concrete abutments have deteriorated and spalled. Spalled concrete would be chipped away and removed to reveal sound concrete. The removed concrete would be patched with board formed concrete matching the aesthetic treatment of the existing concrete. The anchorage linking the bridge truss to the abutments is undersized and would be strengthened with supplemental plates and anchor bolts.</p> <p><u>Bridge Cleaning and Painting</u> The bridge would be sand blasted and cleaned to remove corrosion. To meet the needs of the public, preserve the historic nature of the bridge, and provide protection from future corrosion, a rust colored paint would be applied to the bridge members. No impacts to utilities are expected and no utility relocations are anticipated.</p>
Surrounding land uses and setting; briefly describe the project's surroundings:	Surrounding land uses are Residential, Agricultural, and undeveloped. The bridge is located just south of the town of Calaveritas in Calaveras County. Calaveritas Road is a rural connector road that provides vehicular access through the town of Calaveritas between the town of San Andreas to the northwest and the City of Angels Camp to the southeast. The land use on the properties surrounding the parcels mentioned above consists of residential and farmland properties and open, undeveloped land.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	<p>Other public agencies whose approval is required are:</p> <p>California Department of Transportation – National Environmental Policy Act Lead Agency; Army Corps of Engineers: Section 404 Clean Water Act Fill Permit; Regional Water Quality Control Board: Section 401 Clean Water Certification; California Department of Fish and Game: 1602 Streambed Alteration Agreement</p>

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 9 for additional information.

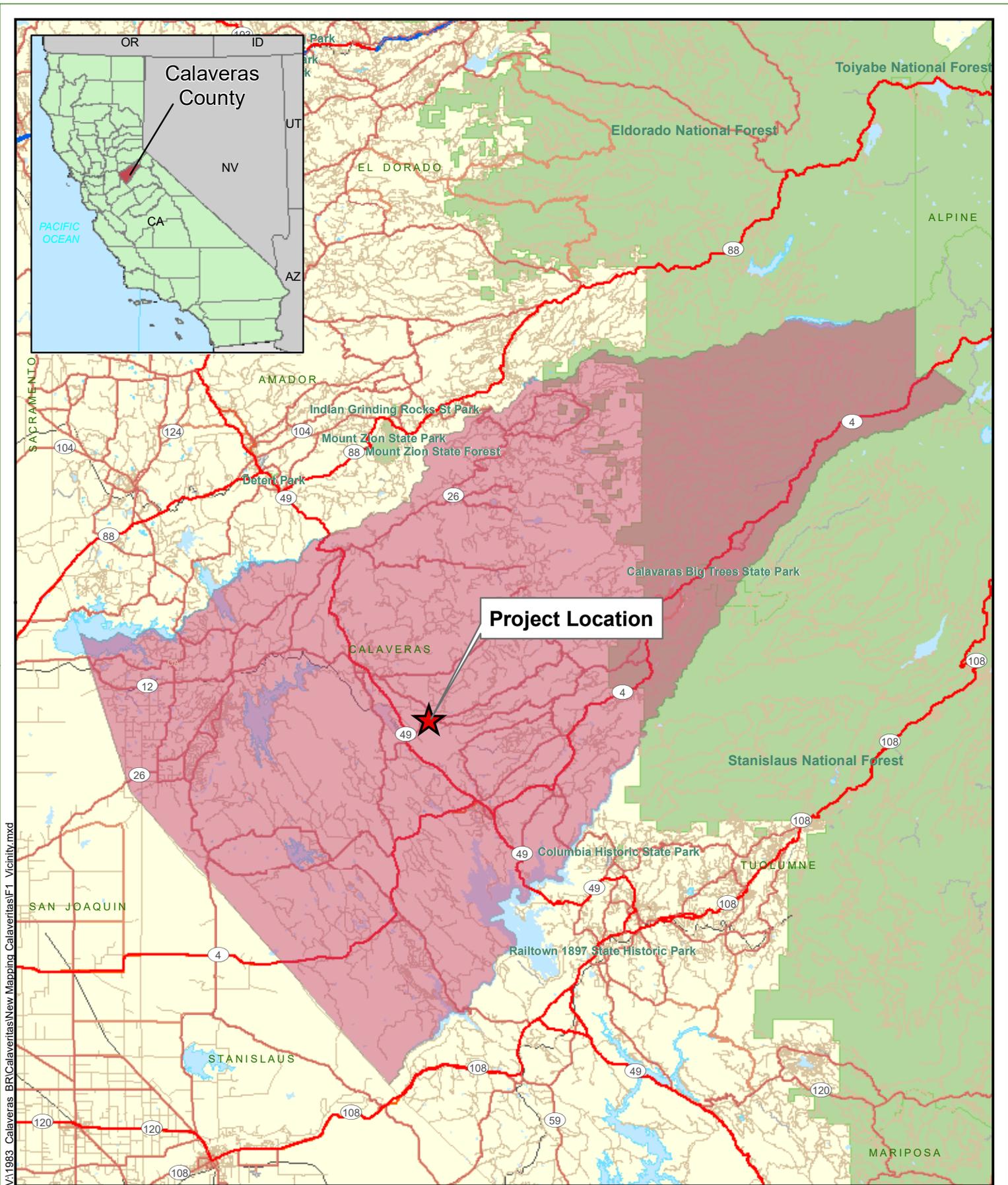
<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

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

Signature:	Date:
Printed Name:	For:



VA11983 Calaveras BR\Calaveritas\New Mapping Calaveritas\F1_Vicinity.mxd

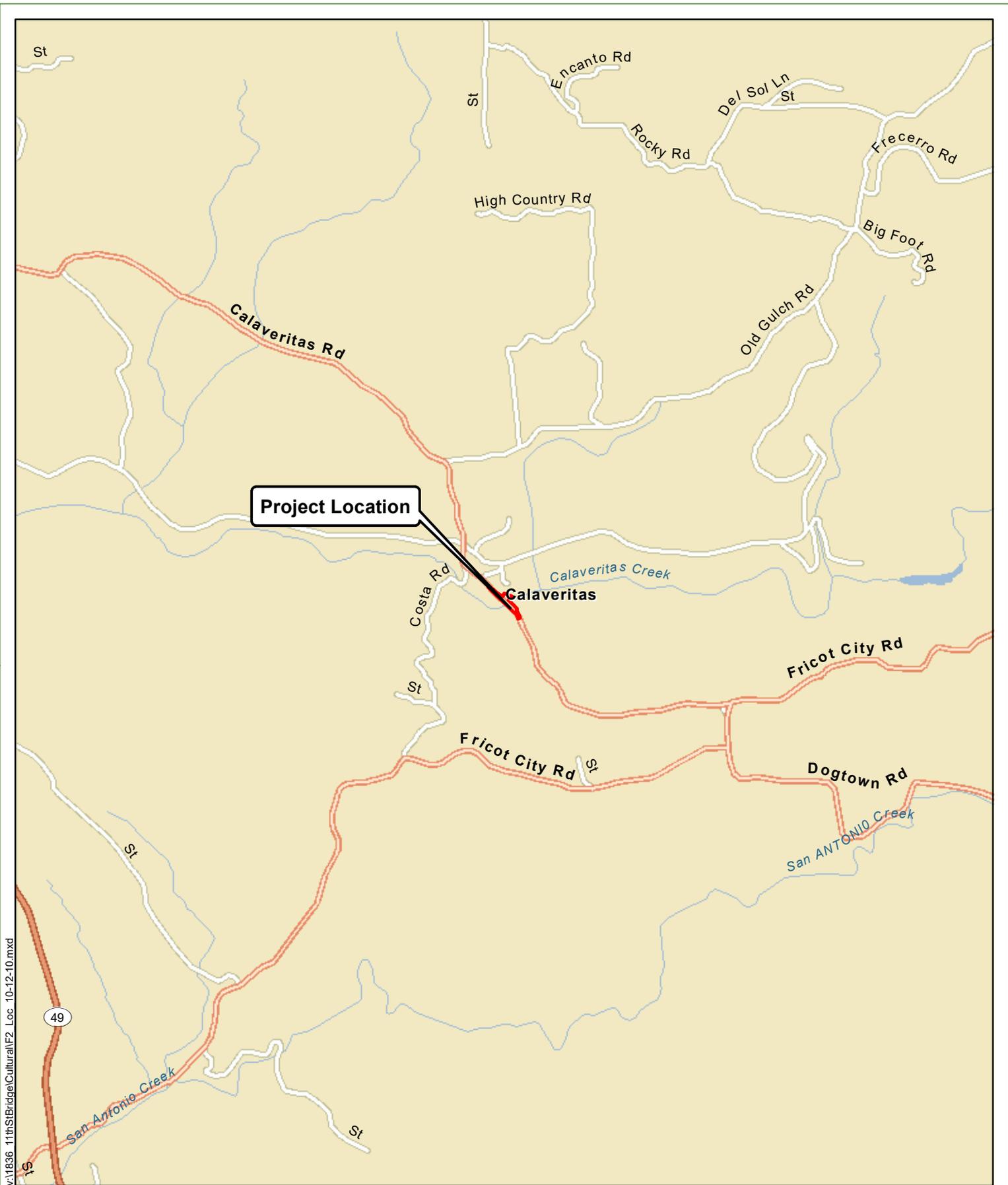
Source: ESRI 2008; Dokken Engineering4/26/2019; Created By: kohen



0 5 10 15 Miles

FIGURE 1
Project Vicinity

BRLO - 5930(060)
Calaveritas Road Bridge Rehabilitation Project
Calaveritas Road over Calaveritas Creek
Calaveras County, California



va1836_11thSt(Bridge)Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 4/26/2019; Created By: kchen

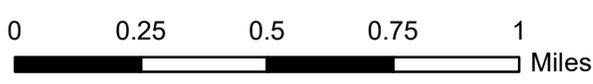


FIGURE 2
Project Location
 BRLO - 5930(060)
 Calaveritas Road Bridge Rehabilitation Project
 Calaveritas Road over Calaveritas Creek
 Calaveritas County, California



V:\1983_Calaveras_BR\Calaveritas\New Mapping_Calaveritas\F3_Project Features.mxd

Source: ESRI Maps Online; Dokken Engineering 5/1/2019; Created By: briann



1 inch = 100 feet

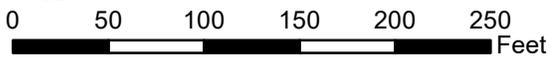


Figure 3
Project Features

BRLO - 5930(060)
Calaveritas Road Bridge Rehabilitation Project
Calaveritas Road over Calaveritas Creek
Calaveras County, California

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In some cases, background studies performed in connection with the projects indicate no impacts. A “No Impact” answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage a thoughtful assessment of impacts and do not represent thresholds of significance. The checklist questions are followed by corresponding discussions of the determination(s), and then the Mitigation Measure(s).

CHECKLIST

I. Aesthetics. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

A Visual Impact Assessment (VIA) was prepared in September 2013 to evaluate the potential impacts this project could have on visual and aesthetic resources. A VIA Update Memorandum was prepared in April 2019 to address the project change from bridge replacement to bridge rehabilitation. The following discussion reflects information from that study.

- a) **No Impact:** The proposed project would rehabilitate and strengthen the existing bridge over Calaveritas Creek. No locally designated scenic vistas are at or near the project site.
- b) **Less than Significant with Mitigation Incorporated:** Calaveritas Road is not a designated Scenic Highway in the National Scenic Byways Program nor is it a State Scenic Highway (Caltrans 2015). No Wild and Scenic Rivers are in designated in Calaveras County. No rock

outcroppings occur within the project area. The project would include trimming or removal of trees and vegetation for construction access, as well as temporary falsework within Calaveritas Creek. Trees and other vegetation would be protected to the greatest extent practical and would be removed only as necessary in the immediate area around the bridge. However, there would be a minor visual change to the area due to construction related vegetation removal. This change would be minimized by mitigation measure **VIS-1**.

- c) **Less than Significant with Mitigation Incorporated:** Calaveritas Road is located in a non-urbanized setting. The visual character of the proposed project would be compatible with the existing visual character of the corridor. Figures 4 through 8 show the existing bridge and Figure 9 shows a simulation of the proposed bridge and the minor visual change to the area.

The bridge played no part in the Calaveritas' gold rush history and was built outside the town's period of historic significance, although the town does have a notable historic visual character, of which the bridge contributes. The existing bridge's steel arch trusses, in particular, lend a rustic, historic character to the bridge. The project would not change the area's character because the project would stay on the existing alignment and the rehabilitated bridge would keep all components that have not corroded or are undersized, including the steel trusses and members. The only noticeable visual change to the bridge would be the addition of a new barrier rail on the interior side of the existing trusses. This rail would enhance vehicle safety by providing a crash tested barrier and would also protect the historic steel trusses from potential vehicle collision. The new rail would be more noticeable compared to the existing metal beam guard rail, which is currently located within the truss members; however, it would be designed to match the color and fabric of the existing bridge truss materials and would visually blend in with the existing structure better than the current condition. The rehabilitated and strengthened bridge would retain the visual character of the project area and would minimize the visual change caused by the project (see Figure 9). This effort is stated in mitigation measure **VIS-1**.

- d) **No Impact:** The project does not include any plans for additional lighting within the project area.

Figure 4: Project site facing north on Calaveritas Road. (Calaveritas in the distance)



Figure 5: Bridge facing north



Figure 6: Project site facing south on Calaveritas Road. (Viewed from Calaveritas)



Figure 7: Existing Bridge facing south.



Figure 8: View of existing bridge, facing northeast



Figure 9: Future rehabilitated bridge facing north on Calaveritas Road. (Calaveritas in the distance)



MITIGATION MEASURES

VIS-1: The County shall minimize tree removal by keeping the project limits as close as practical to the improvement and by removing/protecting/marketing trees necessary to ensure contractor access.

CHECKLIST

II. Agriculture and Forest Resources In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **No Impact:** The Farmland Mapping and Monitoring Program and the Natural Resources Conservation Service have not designated any Prime, Unique, or Important Farmlands, as classified by federal, state, and local programs, within the project area (the Farmland Mapping and Monitoring Program 2016 and Natural Resources Conservation Service 2019).

- b, e) No Impact:** The lands around the bridge are available for tax relief through the Williamson Act where the property owner commits land to agricultural or related open space use in exchange for reduced tax(s). The lands around of the bridge are designated as an Agricultural Preserve, through a Williamson Act Contract. However, there would be no acquisition or conversion of William Act Contract Lands into non-agricultural use.
- c-d) No Impact:** There are no forest lands or timberlands (or lands zoned as such) within the project study area. The closest forest is Stanislaus National Forest approximately 11 mi east of the project site (US Forest Service 2019).

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

III. Air Quality Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **No Impact:** The project would not conflict with any applicable air quality plan. No new lanes are proposed and no changes to traffic volumes or flow would take place. Per Caltrans Transportation Conformity Checklist, the project is exempt from conformity analysis. Although Calaveras County is in a non-attainment area for Ozone and Particulate Matter under the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), the project would not result in any permanent changes in traffic patterns. As a result, the rehabilitation and strengthening of the existing bridge would not worsen existing conditions, nor would it result in any additional permanent changes in emissions.
- b) **Less than Significant Impact:** The project is located within the Mountain Counties Air Basin in the region administered by the Calaveras County Air Pollution Control District (CCAPCD). The CCAPCD administers air quality in the entirety of Calaveras County. The project is in an area of non-attainment for 8-hour Ozone under the NAAQS; the area is in attainment or unclassified for the other criteria pollutants under NAAQS. Under the CAAQS, the project is located in an area that is in non-attainment for 1-hour Ozone, 8-hour Ozone and PM₁₀, it is in attainment or is unclassified for all other pollutants. The proposed project would not increase capacity, vehicle miles traveled, or vehicle hours traveled. The project would rehabilitate and strengthen the existing bridge, and therefore would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment. The only increase in pollutants would be during construction, and these potential impacts, which would be short term, are not considered cumulatively significant.

Table 1: Attainment Status in the Project Area

Pollutant	Attainment Status	
	Federal	State
O ₃ – 1-hour	No Federal Standard	Non-attainment
O ₃ – 8-hour	Non-attainment	Non-attainment
PM ₁₀	Unclassified	Non-attainment
PM _{2.5}	Unclassifiable/Attainment	Unclassified
CO	Unclassified	Unclassified
NO ₂	Unclassified/Attainment	Attainment
SO ₂	Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Lead	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB 2017

- c) **Less than Significant Impact:** Substantial pollutant concentrations are not anticipated.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust also referred to as PM₁₀) generated by disassembly and hauling of bridge components offsite and back and other activities related to construction. Emissions from construction equipment also are anticipated and could include carbon monoxide, nitrogen oxide, volatile organic compounds, Particulate Matter less than 2.5 micrometers, and toxic air contaminants such as diesel exhaust particulate matter.

Dust generated by site preparation and construction would result in a temporary, local impact, limited to areas of construction. Dust control practices would be incorporated into the project to minimize this potential impact. The dust control practices would comply with the current Caltrans' Standard Specifications. Best Management Practices (BMPs) would be included in the construction specifications to ensure that temporary increases in fugitive dust and other emissions would be minimized to the greatest extent possible during construction. Standard air quality BMPs may include reducing idling time for vehicles, use of watering trucks, and limiting grading and earth-moving during windy periods. The construction contractor shall comply with Caltrans' Standard Specifications 14-9.02, which requires compliance with all applicable air quality laws and regulations, including local and air district ordinances and rules.

- d) **No Impact:** Upon rehabilitation and strengthening of the bridge, the proposed project would not result in any emissions, including those that may cause objectionable odors that would affect a significant number of people.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

IV. Biological Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

A Natural Environment Study (NES) was prepared in April 2019 to evaluate the potential impacts this project could have on biological resources. The following discussion reflects information from that study.

- a) **Less Than Significant Impact with Mitigation Incorporated:** As documented in the NES prepared for the project, the project area has a low to moderate potential for special status wildlife within the Biological Study Area (BSA) (shown in Figure 10). Literature research, habitat assessments and field surveys identified that one California Department of Fish and Wildlife (CDFW) species of special concern and State candidate threatened species, the foothill yellow-legged frog (FYLF) (*Rana boylei*), has a low to moderate potential of occurring within the BSA. The FYLF was not observed during the January 29, 2013, June 19, 2013 and March 4, 2019 field

surveys. While no special status species were observed during the 2013 and 2019 biological surveys, the BSA does contain potentially suitable habitat for FYLF. Surveys of the project area for sensitive plants and associated habitat assessments were conducted on January 29, 2013, June 19, 2013, and March 4, 2019. No sensitive plants were found in the BSA.

In the previously circulated 2014 IS/MND, potentially suitable valley elderberry longhorn beetle (VELB) habitat was found to be within the BSA. However, no elderberry shrubs were identified within the BSA during the biological survey conducted on March 4, 2019. Based on the findings of the April 2019 NES, the Project is no longer within the current range of the species (USFWS 2017). The VELB is presumed absent from the BSA. A letter was prepared for the USFWS detailing the changes in Project design and the changes related to the previously identified VELB habitat within the BSA.

The BSA was delineated by approximately a 100-ft buffer around all permanent and temporary impacts, including proposed staging areas, temporary construction easements and access roads. The BSA, approximately 5.48 acres, includes Calaveritas Road where it crosses the Calaveritas Creek. The undisturbed areas are dominated by non-native annual grasslands, blue-oak foothill pine forest and riparian vegetation including, California buckeye (*Aesculus californica*), California black walnut (*Juglans hindsii*), valley oaks (*Quercus lobata*), white alder (*Alnus rhombifolia*), interior live oak (*Quercus wislizeni*) and invasive non-native Himalayan blackberry (*Rubus armeniacus*). Species with low to moderate potential of occurring in the BSA are discussed below.

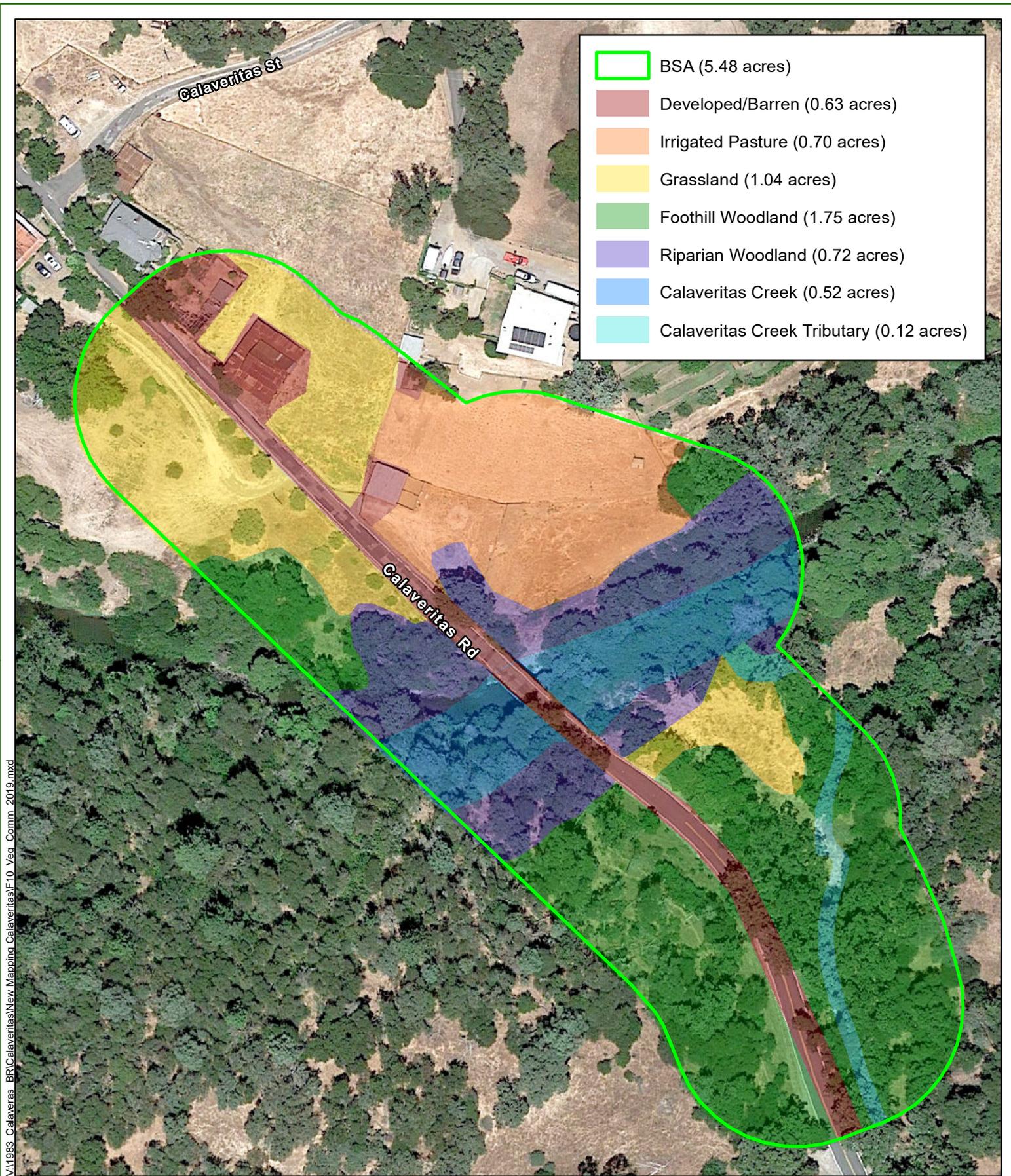
Foothill yellow-legged frog (FYLF): The FYLF is not a State or Federally listed species, but is a State of California Species of Special Concern. The BSA transects Calaveritas Creek, a stream with a rocky substrate within a woodland forest which is potentially suitable for foothill yellow-legged frog. There are recorded occurrences of the FYLF, the nearest being approximately 7 miles from the project site. As a result, there is a low/moderate chance for FYLF to occur within the project location. During the December 11 and 14, 2012, January 29 and June 19, 2013, and March 4, 2019 biological surveys, no signs of FYLF were observed.

Stream flows within the channel are anticipated to be too quick and deep during the winter rainy months for FYLF habitat, but portions would be adequate during the remaining seasons. As the site is relatively undisturbed and Calaveritas Creek would fulfill both the 15-week water presence and substrate requirements, FYLF could potentially occur. Although no FYLF were observed during the biological surveys, there is the potential for the FYLF to occur within the project vicinity. Considering the scale of the project, use of BMP's, and implementation of mitigation measures **BIO-1 – BIO-6, BIO-8, and BIO-9**, the project would not impact the viability of the overall population.

The FYLF is a State candidate threatened species. Take or permanent modifications to potentially suitable FYLF habitat are not anticipated with inclusion of mitigation measures **BIO-1 – BIO-6, BIO-8, and BIO-9**. No other species listed under CESA as endangered or threatened are expected to occur within the BSA due to the lack of suitable habitat and lack of local recent occurrences.

Migratory Birds: Native birds, protected under the Migratory Bird Treaty Act (MBTA) and similar provisions under CDFW code, currently nest or have the potential to nest within the BSA. During biological surveys, nesting birds were identified adjacent to the BSA and habitat was determined to be favorable for canopy, cavity and structural nesting birds. Mitigation measure **BIO-12** would be implemented to avoid or minimize impacts to migratory nesting birds.

- b) **Less than Significant With Mitigation Included:** Calaveritas Road crosses Calaveritas Creek and its associated riparian woodland habitat. Riparian woodland habitat is associated with lakes, ponds, seeps, rivers and streams, typically composed of trees and shrubs. The dominant riparian tree species within the BSA include black walnut (*Juglans nigra*), narrow leaved willow (*Salix exigua*) and Goodding's willow (*Salix gooddingii*). The understory within the BSA is dominated by a dense layer of Himalayan blackberry (*Rubus armeniacus*). Approximately 0.72 acres of riparian woodland habitat exists within the BSA (Figure 10: Vegetation Communities). The Project would temporarily impact approximately 0.24 acres of riparian woodland vegetation. Temporary impacts include the trimming and removal of riparian vegetation to allow access to the bridge. The Project has been designed to minimize temporary impacts to riparian woodland to the greatest extent feasible. Considering the scale of the project, use of BMP's, and implementation of mitigation measures **BIO-2** and **BIO-6**, the project would have less than significant impact on riparian habitat.
- c) **Less than Significant With Mitigation Included:** A jurisdictional delineation was conducted on March 4, 2019 to identify jurisdictional waters within the BSA. The BSA contains two jurisdictional water features, including the Calaveritas creek and a tributary of the Calaveritas Creek. The project would temporarily impact approximately 0.18 acres of Calaveritas Creek, a jurisdictional water. No permanent impacts to Waters of the U.S. are anticipated (Figure 11: Impacts to Waters). The proposed project has been designed to minimize all temporary and permanent impacts to the maximum extent practicable through the use of BMPs, implementation of regulatory permit conditions, and mitigation measures **BIO-1 - BIO-5**. Mitigation provided by the project would ensure a no net loss of waters of the U.S. and State within the region; therefore no cumulative impacts attributed to the project are anticipated.
- d) **Less than Significant Impact:** The existence of a permanent water source (Calaveritas Creek) and riparian corridors within the BSA allows for a variety of regional native wildlife to occur within the BSA. While the flow of Calaveritas Creek would be temporarily affected by construction, there are no migrating fish species in the area. The movement of regional native species would not be interfered with as a result of the project. The existing condition allows for wildlife to cross Calaveritas Road under or over the bridge. The new bridge would provide a similar environment. Wildlife movement through the project area during construction may be affected, but construction is expected to last 6-12 months, and these short-term impacts would not be significant to the movement of wildlife through the project area. At project completion, usage of the channel as a migration corridor would be restored.
- e) **No Impact:** The project does not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) **No Impact:** The project is not located within the limits of a habitat conservation plan or natural community conservation plan.



- BSA (5.48 acres)
- Developed/Barren (0.63 acres)
- Irrigated Pasture (0.70 acres)
- Grassland (1.04 acres)
- Foothill Woodland (1.75 acres)
- Riparian Woodland (0.72 acres)
- Calaveritas Creek (0.52 acres)
- Calaveritas Creek Tributary (0.12 acres)

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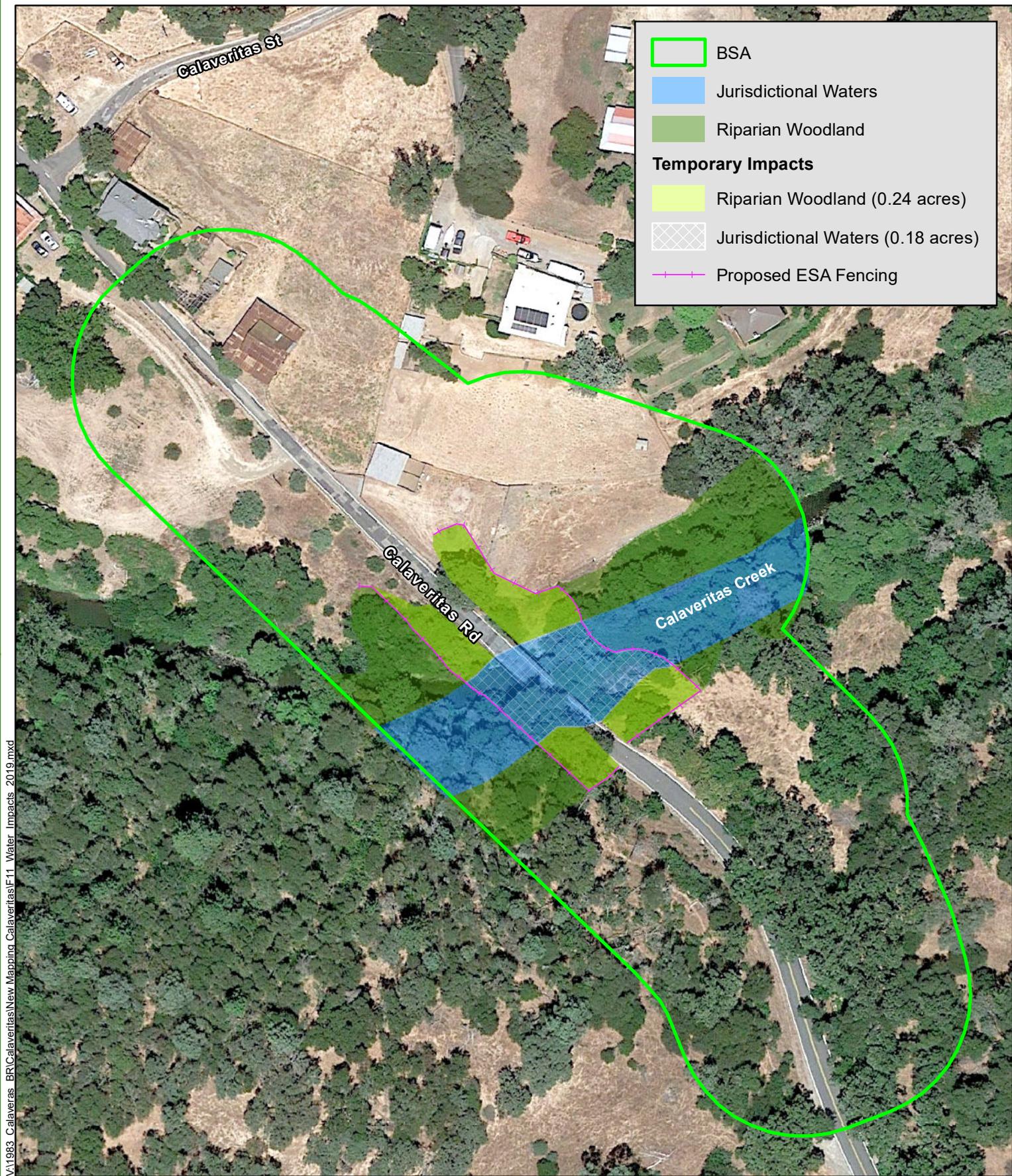
Source: ESRI Maps Online; Dokken Engineering 5/1/2019; Created By: brianm



1 inch = 100 feet



FIGURE 10
Vegetation Communities within the BSA
 BRLO - 5930(060)
 Calaveritas Road Bridge Rehabilitation Project
 Calaveritas Road over Calaveritas Creek
 Calaveras County, California



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Source: ESRI Maps Online; Dokken Engineering 5/1/2019; Created By: brianm



1 inch = 100 feet



FIGURE 11
Impacts to Waters
 BRLO - 5930(060)
 Calaveritas Road Bridge Rehabilitation Project
 Calaveritas Road over Calaveritas Creek
 Calaveras County, California

MITIGATION MEASURES

The following mitigation measures would be implemented to minimize potential impacts to biological resources:

BIO-1: Every individual working on the Project must attend a biological awareness training session delivered by a qualified biologist. This training program shall include information regarding sensitive habitats, special-status species, and the importance of avoiding impacts to these species and their habitat.

BIO-2: Prior to the start of construction activities, the Project limits in proximity to Calaveritas Creek, the tributary associated with Calaveritas Creek, and riparian habitats will be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or any other biologically sensitive resources detected during pre-construction surveys. During construction the Project biologist will periodically inspect the ESA to ensure sensitive locations remain undisturbed.

BIO-3: BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels):

- Exposed soils and material stockpiles will be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities;
- All construction roadway areas will be properly protected to prevent excess erosion, sedimentation, and water pollution;
- All vehicle and equipment fueling/maintenance will be conducted outside of any surface waters;
- Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering jurisdictional waters;
- All erosion control measures and storm water control measures will be properly maintained until the site has returned to a pre-construction state;
- All disturbed areas will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species; and,
- All construction materials will be hauled off-site after completion of construction.

BIO-4: To conform to water quality requirements, the SWPPP must include the following:

- All Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall be a minimum of 100 ft from riparian or aquatic habitats. Any necessary equipment washing shall occur where the water cannot flow into Calaveritas Creek or the unnamed tributary to Calaveritas Creek. The Project proponent will prepare a spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to Calaveritas Creek and the unnamed tributary to Calaveritas Creek;

- Any surplus concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

BIO-5: Upon completion of construction activities, any barriers to surface water flow must be removed in a manner that would allow flow to resume with the least disturbance to the substrate.

BIO-6: All riparian areas and streambanks temporarily disturbed during Project construction will be restored on-site to pre-Project conditions or better prior to Project completion. Where possible, vegetation will be trimmed rather than fully removed with the guidance of the Project biologist. When feasible, riparian vegetation will be cut above soil level. Temporary disturbed areas will be re-seeded with native grasses and forbs.

BIO-7: Should any special-status plant species occur within or immediately adjacent to the Project area, Environmentally Sensitive Area (ESA) fencing (orange construction barrier fencing) will be installed around special-status plant populations, where feasible, and the appropriate regulatory agencies would be contacted to determine if any further measures or avoidance is required. A written report of the pre-construction survey results will be submitted to Caltrans within 30 days of completion of the survey.

BIO-8: Prior to vegetation removal, a pre-construction survey for FYLF will be conducted by the Project biologist.

BIO-9: If a work site is to be temporarily dewatered by pumping, intakes must be completely screened with wire mesh not larger than five millimeters (0.2 inches). Water must be released or pumped downstream at an appropriate rate to maintain downstream flows during construction.

BIO-10: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment and field equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spread of noxious weeds.

BIO-11: All hydroseed and plant mixes must consist of a biologist approved plant palette seed mix from native, locally adapted species.

BIO-12: If vegetation removal is to take place during the nesting season (February 15–August 31), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 100 ft no-disturbance buffer will be established around any active nest of migratory birds and a minimum 200-300 ft no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

BIO-13: To allow subterranean wildlife enough time to escape construction related activities, vehicles will be operated at 3 miles per hour or less during initial clearing and grubbing.

BIO-14: The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.

CHECKLIST

V. Cultural Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DETERMINATION DISCUSSION

A Historic Property Survey Report (HPSR) was prepared in September 2013 to evaluate the potential impacts this project could have on cultural resources. The HPSR included discussion of the results of the archaeological field survey conducted on January 7, 2013. A supplemental HPSR was prepared in April 2019 to document inclusion of the Calaveritas Bridge in the National Register of Historic Places (NRHP) and update the cultural resource analysis for this project. A Finding of No Adverse Effect Report (FNAE) was prepared in April 2019 to evaluate how the proposed construction actions associated with bridge rehabilitation and strengthening could potentially affect the historic character of the Calaveritas Road Bridge. The following discussion reflects information from the aforementioned studies.

- a) **Less Than Significant with Mitigation Incorporated:** The Calaveritas Bridge was listed on the NRHP in November 2015. Under the proposed project, the Calaveritas Road Bridge would be rehabilitated in a manner consistent with the Secretary of the Interior’s Standards (SOIS) for Rehabilitation and would be put back into service as a vehicular bridge, once the rehabilitation has been completed. The FNAE Report prepared in April 2019 is based upon the conclusion that the plan for rehabilitation is consistent with the SOIS and that an SOIS Action Plan would be in place that conforms with existing plans and would provide a mechanism for ensuring the project remains consistent with the SOIS through any change orders that may arise. The Action Plan, which provides direction for performing construction consistent with the SOIS is included in measures **CUL-1 – CUL-6**. These environmental commitments provide the responsibilities of the prime contractor, the county engineer, and Caltrans Architectural Historian or a consultant acting on behalf of Caltrans to ensure rehabilitation is implemented without adversely affecting the historic Calaveritas Road Bridge. The action plan includes measures to account for removal of the bridge from its current site, transport to a specialty metal shop, strengthening vulnerable metal members, cleaning and painting the truss, and reinstallation in its original location on Calaveritas Road.

The FNAE has been prepared to meet the requirements of Section 106 of the National Historic Preservation Act and also provides adequate mitigation under CEQA to mitigate potentially significant impacts to the historic bridge to a less than significant level through implementation of measures **CUL-1 – CUL-6**. The FNAE would be routed to the Caltrans Headquarters Cultural Studies Office for concurrence prior to approval of the Final IS/MND.

- b) **Less Than Significant Impact:** An archaeological field survey was conducted by Mr. Namat Hosseinion (Archaeologist), Ms. Amy Dunay (Archaeologist) and Ms. Bonnie Sanborn (Archaeologist) on January 7, 2013, for the purpose of identifying and recording archaeological resources. The field survey did not result in the recordation of any other historic or prehistoric archaeological resources. The project is not anticipated to cause a substantial adverse change in the significance of an archaeological resource. A pedestrian survey did not identify any cultural resources within the APE, with the exception of the previously evaluated Calaveritas Road Bridge. The project area has a low to moderate sensitivity for buried archaeological deposits and overall archaeological site sensitivity is low to moderate. The APE has been modified and disturbed due to the residential construction, roadway construction and continued maintenance, gold dredging, buried utilities, and the maintenance of the adjacent fields. Inspection of open surfaces, visible cut slope, and stream cut banks during the field survey revealed no evidence of subsurface artifacts, features, or other indicators of past human use (such as soil change). No potential deposits were identified; however, this does not preclude the potential for deposits to be discovered during construction. Existing flat field areas would be used for staging areas, and the vertical APE would not exceed 15 feet of depth. The location of a water resource indicates that this area could have been used by Native Americans for hunting, gathering, mobility, and even seasonal camps. The project area is within a low-lying section of creekbed, while Native American habitation sites in this part of California tend to be on ridges or slopes. Creeks and streams in the area were also used for mining activity, which is known to have taken place throughout the project area. Additional archaeological surveys would be needed if project limits are extended beyond the present survey limits. Measure **CUL-7** would further reduce the potential for impacts as a result of discovery of archeological resources during construction.
- c) **Less Than Significant with Mitigation Incorporated:** Disturbance to human remains, including those interred outside of formal cemeteries, is not anticipated. Should human remains unexpectedly be found during construction, measure **CUL-8** would ensure that these remains are handled properly and that potential impacts to said remain are less than significant

MITIGATION MEASURES

The following mitigation measures would be implemented to minimize potential impacts:

CUL-1: Prior to construction, the Caltrans architectural historian or a consultant acting on behalf of Caltrans, contractor, metal shop representative, and County engineer shall coordinate to finalize plans and ensure SOIS are met on all project items.

CUL-2: The County engineer will notify Caltrans architectural historian at least three weeks prior to removing the truss from the site to finalize plans for relocating the truss.

CUL-3: The contractor will ensure that Caltrans architectural historian will be made aware of any design changes during shop work. If feasible, Caltrans architectural historian will be given at least one field inspection of shop work.

CUL-4: The County engineer will notify Caltrans architectural historian when shop work has been completed to inspect the work and confirm SOIS consistency.

CUL-5: The County and Caltrans architectural historian or a consultant acting on behalf of Caltrans will meet in the field to observe preparation for reinstallation

CUL-6: The County, Caltrans, and contractor will meet in the field to observe final product and conduct a final review upon completion of construction.

CUL-7: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CUL-8: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. Further provisions of PRC 5097.98 are to be followed as applicable.

CHECKLIST

VI. Energy Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **Less Than Significant Impact:** Consumption of energy from vehicles would primarily occur during project construction. Vehicle trips to and from the project site that would lead to consumption of more energy resources in fuel would temporarily increase during construction activity and when the components of the truss are taken off-site for strengthening and restoration, and then brought back for reassembly. The increase in vehicle trips is temporary and necessary to ensure the structural integrity of the bridge.

The rehabilitated and strengthened bridge itself would not consume energy during operation. As the rehabilitated bridge would not shift alignment or add additional travel lanes, operation of the rehabilitated bridge would not result in increased vehicle trips or vehicle travel time that would consume energy resources inefficiently or unnecessarily. Impacts to consumption of energy resources would be less than significant.

- b) **No Impact:** The project is not anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency as there are no long-term permanent effects on energy associated with the proposed project.

CHECKLIST

VII. Geology and Soils Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological future?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

a(i-iv) **No Impact:** The California Geological Survey - Alquist-Priolo Earthquake Fault Zones Maps do not provide information for Calaveritas, Calaveras County (California Department of Conservation 2010, Hart and Bryant 2007). Per the Safety Element of the Calaveras County

General Plan, Calaveras County lies within the Sierra Block, an area of historically low seismicity. Based on the County's Slopes and Fault Zones map, the nearest fault system, the Melones-Bear Mountain Fault System, crosses the western portion of Calaveras County and is located approximately 2 miles from the project area (Calaveras County 2016e). Although the level of activity within the system is unknown, no major earthquakes have been recorded within the County and earthquake related risks are considered minimal.

Due to the County's historically low seismicity, strong seismic ground shaking due to faulting within and adjacent to the study area is not anticipated. Potential seismic activities originating from distant Fault Systems are anticipated to have a shaking intensity of 4.0 to 5.0 on the Mercalli Scale; stronger events are considered unlikely. Further, based on the Soil Types map of the Calaveras County General Plan, the project area is classified under Soil Group 4, shallow, very rocky medium textured soils. Both the distance from any fault systems and soils in this group containing gravely soils which naturally drain well minimizes the liquefaction potentials within the project area.

The project would be designed in accordance with design and construction requirements of the *Caltrans Highway Design Manual* (www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm), Caltrans Design Specifications, Caltrans' current Seismic Design Criteria, and according to recommended seismic values as defined by the 2016 California Building Code (California Building Standards Commission 2016). Based on these design standards, the project is not anticipated to expose people to a greater risk of seismic related ground failure than what currently exists.

Slopes and Fault Zones map of the Calaveras County General Plan indicates the project area is not within or adjacent to a designated Steep Slope Area. Due to the absence of steep topography, within and adjacent to the study area, landslides and/or rock falls are not anticipated.

- b) **Less Than Significant Impact:** The proposed project takes place largely within the boundaries of the current road and associated shoulders but would disturb a limited amount of topsoil. In addition, per the Erosion Potential map of the Calaveras General Plan, Calaveritas Road is within a Moderate Erosion Potential Zone (Calaveras County 1996a). The project area contains Soil Group 4, which have a slight to moderate erosion hazard. Removal of minor topsoils, consisting of the natural accumulation of grasses, vegetation, trees, and other organic matter, are anticipated at the project site. Any clearing and grubbing operations would be performed in accordance with the requirements specified in the latest Caltrans Specifications. Once construction concludes, a revegetation plan would be implemented in which any vegetation or trees removed during construction would be replaced. All landscaping and revegetation shall consist of approved plants or seed mixes from native, locally adapted species. The use of BMPs and erosion control measures would minimize impacts.
- c) **Less Than Significant Impact:** The project would be designed in accordance with design and construction requirements of the *Caltrans Highway Design Manual*, Caltrans Design Specifications, and applicable seismic standards. In addition, pursuant to the Erosion Potential map of the Calaveras General Plan, the project area is not within or adjacent to a designated Steep Slope Area, slopes greater than 30%, and does not contain soils that are prone to liquefaction. As a result, the project is not anticipated to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- d) **Less Than Significant Impact:** The Soil Types map of the Calaveras County General Plan identifies the project area as containing Soil Group 4: shallow, very rocky medium textured soils. According to the Conservation Element of the Calaveras General Plan, soils within Group 4 have

low shrink-swell behavior. The project proposes the rehabilitation and strengthening of an existing bridge and construction would adhere to Caltrans standards, therefore substantial risks to life or property due to expansive soils are not anticipated.

- e) **No Impact:** The project would not utilize septic tanks or alternative wastewater disposal systems on the site. Therefore, the proposed project would not result in an impact due to soils incapable of adequately supporting septic systems.
- f) **No Impact:** Based on the United States Geological Survey (USGS) National Geologic Map Database, the project area is underlain by Alluvium and Calaveras Complex volcanic rock. A search of the UC Museum of Paleontology specimen records online also indicated numerous specimens within Calaveras County, from the Quaternary Period (UC Museum of Paleontology 2019). Review of other cultural documents from projects in the vicinity did not indicate subsurface deposits in the project area, and due to the availability of visible cuts observed during the field investigations, the potential for encountering historic paleontological resources, features, or sites is low. The bridge site has been previously disturbed by the existing roadway and bridge. Considering the field survey results, the project is not anticipated to impact paleontological resources.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

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

DETERMINATION DISCUSSION

- a-b) **Less Than Significant Impact:** The project would not generate greenhouse gas emissions that would have a significant impact on the environment, nor would it conflict with any plan, policy, or regulation in regard to reducing the emission of greenhouse gases.

During construction, the roadway would be closed to allow for disassembly of the existing bridge for rehabilitation and reassembly of the new structure on the same alignment. Closure of Calaveritas Road would require vehicles to detour to other existing roads in the vicinity. A detour down Costa Road and Fourth Crossing Road would require an extra 1 mile of travel, which would temporarily increase emissions of greenhouse gas emissions. However, this increase is temporary in nature and not significant. As discussed in Section XVII Transportation, a traffic management plan would be prepared and implemented to maintain traffic flow during construction. In addition, intermittent greenhouse gases would be emitted from construction vehicles during construction; however, these emissions would be temporary and would not have the potential for a significant impact on the environment.

By rehabilitating and strengthening the existing Calaveritas Road, no permanent changes to traffic would result. Once construction is completed, the new bridge would allow for improved access. The project would not change vehicle miles traveled or vehicle hours traveled and is not expected to cause any permanent changes in any type of emissions.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

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

DETERMINATION DISCUSSION

An Initial Site Assessment (ISA) was prepared in September 2013 to evaluate the potential for hazardous waste related impacts this project could have on the environment. An ISA Update Memorandum was prepared in April 2019 to address the project change from bridge replacement to bridge rehabilitation/strengthening. The following discussion reflects information from the aforementioned studies.

- a) **Less Than Significant Impact:** No permanent, long term change in the transport, use or disposal of hazardous waste materials is anticipated. During construction, routine hazardous waste materials such as gasoline may be used and transported in the project area during construction

activities. Standard precautions for transportation and disposal of these types of hazardous materials would be implemented during construction to ensure potential impacts are less than significant.

- b) **Less Than Significant with Mitigation Included:** The project would not create a significant hazard to the public or environment through the implementation of environmental screening discussed below. A Hazardous Waste Initial Site Assessment (ISA) Addendum was prepared in April 2019 for the project and evaluated the potential for hazardous materials or petroleum hydrocarbons to exist within the study area. The ISA was based on a governmental records search, aerial photographs, select agency interviews, topographic map review and visual site survey. Based on the records search, aerial photograph and topographic map review and visual site survey, the minimization measures **HAZ-1 – HAZ-5** are recommended to verify the presence/extent of Recognized Environmental Conditions (RECs) (see Table 2) and evaluate the potential for remediation during the Plans, Specifications & Estimate (PS&E) phase of the Calaveritas Road Bridge over Calaveritas Creek Rehabilitation Project. The project is anticipated to have a less than significant impact if the project induces an accidental upset involving the release of hazardous materials into the environment.
- c) **No Impact:** The closest school is San Andreas Elementary School, located approximately 4 miles northwest of the project area. Due to this distance, there would be no potential for significant impacts to schools as a result of project related hazardous materials.
- d) **No Impact:** The proposed project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List. A review of the Department of Toxic Substances Control EnviroStor Database indicated that there are no toxic sites within ½-mile of the project study area (DTSC 2019).
- e) **No Impact:** The project is not within an airport land use plan area nor is it within two miles of an airport. The nearest public airport, the Calaveras County Airport, is approximately 2 miles west of the project site. The project would not result in a safety hazard or excessive noise for people residing or working in the project area.

Table 2: Recognized Environmental Conditions Summary Table

Location	Description of REC Evidence Found	Description of Associated (Activity and Use Limitations) AULs
Calaveritas Road Bridge over Calaveritas Creek.	Potential for Asbestos Containing Materials (ACM). New uses of ACM were banned by the Environmental Protection Agency (EPA) in 1989. Revisions to regulations issued by the Occupational Safety & Health Administration (OSHA) on June 30, 1995, require that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (PAC) and treated accordingly. In order to rebut the designation as PAC, OSHA requires that these materials be surveyed, sampled, and assessed in accordance with 40 CFR 763 (Asbestos Hazard Emergency Response Act [AHERA]). ACM have also historically been documented in the rail shim sheet packing, bearing pads, support piers, and expansion joint material of bridges.	None Found
Calaveritas Road Bridge over Calaveritas Creek.	Lead paint on the existing bridge. Implementation would require modification or removal of the existing trusses. Results of the paint sample testing indicate that lead exceeds allowable levels and fall under hazardous waste criteria under Title 22, California Code of Regulations, and requires disposal in a Class I disposal site.	None Found
Existing Calaveritas Road within the project boundaries.	Potential lead and heavy metals associated with pavement striping. Yellow paints made prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class I disposal site.	None Found
Immediately adjacent to the Calaveritas Road Bridge	Potential hazardous material from the treated wood waste associated with the existing metal beam guard railing posts. Implementation of improvements would require removal and disposal of existing metal beam guard rail treated wood posts.	None Found
4472 Calaveritas Street	Listed as a known site of a leaking septic tank that flows into soil and seasonal stream on property adjacent to project area.	Avoid ground disturbance at 4473 Calaveritas Street to avoid impacts to septic tank.

- f) **Less Than Significant Impact:** The project would have a less than significant effect on implementation of, and would not interfere with, an emergency response or evacuation plan. During construction, the roadway would be closed to allow for disassembly of the existing bridge for rehabilitation and reassembly of the new structure on the same alignment. Closure of Calaveritas Road would require vehicles to detour to other existing roads in the vicinity. This build option would potentially impact emergency response vehicles, as it would require a detour to a nearby road. A detour down Costa Rd. and Fourth Crossing Rd. would require an extra 1 mile of travel. As discussed in Section XVII Transportation, a traffic management plan would be prepared and implemented to maintain traffic flow during construction. Once construction is completed, the new bridge would allow for improved access for emergency vehicles.

- g) **Less Than Significant Impact:** The project would not increase the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. The project site is adjacent to agricultural, residential, and open space land uses.

MITIGATION MEASURES

The following mitigation measures would be implemented to minimize potential impacts:

HAZ-1: Include language in the special provisions requiring that asbestos surveys be conducted utilizing a certified consultant prior to any modification to or demolition of the Calaveritas Road bridge structure, which will be altered or demolished to accommodate the planned construction. A project specific Asbestos Sampling and Analysis Workplan that establishes the procedures used to comply with requirements for asbestos abatement, including sampling and testing of suspected ACM, containment, transportation and disposal of ACM, will be developed at least fifteen (15) days prior to beginning any sampling for suspected ACM. No sampling and analysis work will proceed until the plan is authorized by the project engineer.

HAZ-2: Measures to comply with Caltrans Standard Special Provision 14-11.08 DISTURBANCE OF EXISTING PAINT SYSTEMS ON BRIDGES would be included in the project special provisions. Paint Disturbances will be limited to demolition, steel member cutting, and reuse of the truss portions of the existing bridge. There will be no painting of the existing paint systems. There will be no large-scale paint disturbances (sand blasting) on-site.

HAZ-3: Metal beam guard rails posts should be disposed of accordingly as treated wood waste. Measures to comply with Caltrans Standard Special Provision 14-11.09 TREATED WOOD WASTE will be included in the project special provisions. Steel members of the metal beam guard rails will be recycled as steel or stockpiled at the County's corporation yard for reuse.

HAZ-4: If it is determined that hazardous levels of aerially deposited lead are present, the project shall prepare a lead compliance plan in accordance with Caltrans Standard Specification 7-1.02K(6)(j)(ii) will be included in the project special provisions. Additionally, measures to comply with Caltrans Standard Special Provision 14-11.03 MATERIAL CONTAINING HAZARDOUS WASTE CONCENTRATIONS OF AERIALY DEPOSITED LEAD will be included in the project special provisions.

HAZ-5: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. At the time of this ISA, there were no documented leaks or soil/groundwater contamination issues within or immediately adjacent to the study area and no further investigation is recommended. However, for any previously unknown hazardous waste/material encountered during construction, Caltrans Hazards Procedures for Construction shall be followed.

CHECKLIST

X. Hydrology and Water Quality Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 which would;				
i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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 planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **Less Than Significant with Mitigation Incorporated:** The project is not anticipated to violate any water quality standards or waste discharge requirements with mitigation. Permanent, long-term impacts are not anticipated because there would be no increase in impervious surfaces.

During construction, surface or ground water quality impacts would be avoided and minimized through construction scheduling, sequencing, water quality protection implementation, revegetation, erosion and sediment control practices, location of staging areas, and restricting equipment access at the creek. Specifically, measures **WQ-1 – WQ-2** would be implemented to avoid and minimize water quality impacts during construction.

- b) **No Impact:** The project does not propose new buildings or activities requiring permanent increases in groundwater use. Rehabilitation of the Calaveritas Road Bridge is not expected to result in additional development in the area that would require groundwater. There would be no impact to sustainable groundwater management of the basin.
- c(i-iv) **No Impact:** The project would not alter the existing drainage pattern of the site or area. The direction of flow at Calaveritas Creek would not be impacted as the rehabilitation of the bridge would span the creek the same as the existing bridge and no new barriers would be introduced.

Water quality degradation can occur as a result of erosion/sedimentation, polluted stormwater runoff, and construction activities. The project would not change the rate or amount of runoff such that erosion or sedimentation would occur. In addition, the traffic volumes that generate pollutants on the roadway surface are not anticipated to change. Therefore, there is not anticipated to be additional sources of pollution generated in the stormwater runoff. Construction activities would be managed through a series of BMP's designed to minimize water quality impacts. Also, measures **WQ-1 and WQ-2** would be implemented and would ensure that potential water quality impacts during construction would be less than significant.

Stormwater runoff along Calaveritas Road is conveyed in roadside drainage ditches toward Calaveritas Creek. The runoff in the ditches converges with the water in the creek and flows west where it exits the project site. The project would reconstruct the roadside drainage ditches, if necessary, such that they continue to flow to Calaveritas Creek. The drainage patterns of the creek and drainages would remain unchanged.

The proposed project would not affect peak flow runoff from the project site. Therefore, flooding would not be increased onsite or offsite.

- d) **No Impact:** The project site is not subject to seiche, tsunami, or mudflow. The Federal Emergency Management Agency (FEMA) Flood Insurance Study indicates that a portion of the project area is within a 100-year floodplain (FEMA 2010). However, the project would not impede or redirect flood flows. There would be no additional risk of the Project to pollutant release due to inundation.
- e) **No Impact:** The 2015 Calaveritas County Water District Board of Directors approved the 2015 Update of the Urban Water Management Plan (UWMP) on June 27, 2016. The 2015 UWMP aims to reduce the per capita demand of its water customers and implement water conservation programs. The proposed project would not cause any permanent increase in water supply use, and therefore would have no impact related to conflicting or obstructing the implementation of the 2015 UWMP.

MITIGATION MEASURES

The following mitigation measures would be implemented to minimize potential impacts:

- WQ-1:** Best Management Practices, per the California Stormwater Quality Association (CASQA), would be applied to all exposed areas during construction, including the trapping of sediments within the construction area through the placing of barriers, such as silt fences, at the perimeter of downstream drainage points. Other methods of minimizing erosion impacts may include the implementation of hydromulching and/or limiting the amount and duration of exposure of graded soil. Temporary erosion control and water quality measures would be defined in detail in an Erosion Control and Water Pollution Control design prepared for the project.
- WQ-2:** Construction of the project will follow the Construction General Permit issued by the State Water Resources Control Board, 2009-0009-DWQ. As such, in addition to avoiding impacts from soil disturbance and erosion, spill prevention and control measures shall be implemented for non-storm water/waste management activities.

CHECKLIST

XI. Land Use and Planning Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **No Impact:** The rehabilitated Calaveritas Road Bridge would not physically divide an established community. The project is anticipated to help connect portions of the community by widening the road and bridge to allow for safe vehicular and pedestrian traffic in both directions.
- b) **No Impact:** The project does not conflict with any land use plan, policy, or regulation. The bridge rehabilitation and strengthening does not change the roadway's designation or the adjacent zoning.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

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

DETERMINATION DISCUSSION

a-b) **No Impact:** The project area is zoned as Residential and Agricultural with no known mineral resources within or adjacent to the project site. According to the Conservation Element of the County’s General Plan, at least 26 minerals have been produced commercially within the County, and the County was historically centered on gold mining during the Gold Rush era. In more recent years, limestone, asbestos, sand and gravel, industrial minerals, and gold have accounted for most of the County’s mining industry; none of these activities are within or adjacent to the site.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

XIII. Noise Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

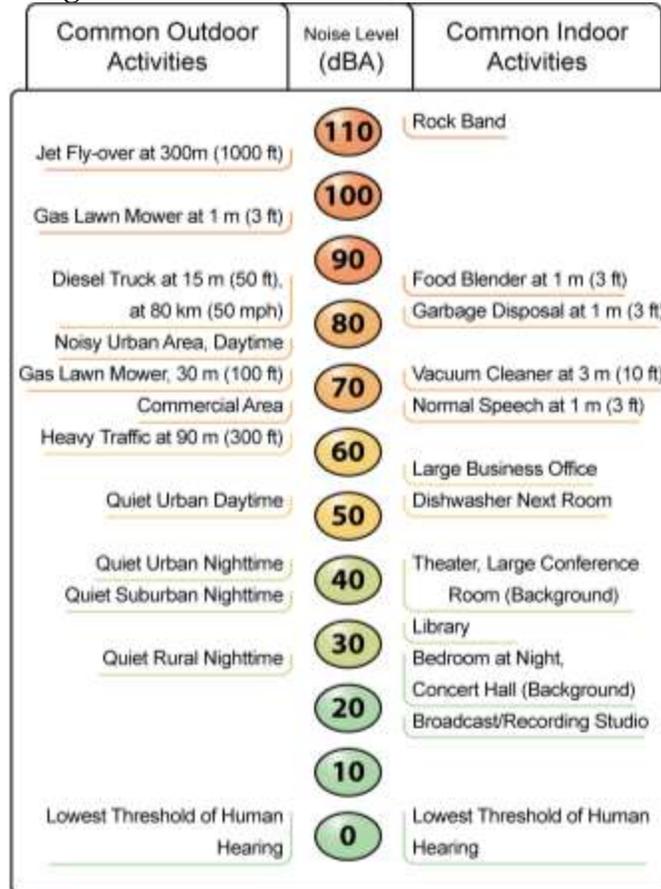
- a) **Less Than Significant Impact:** No permanent, long-term noise impacts would result from the project since there is no increase in through-traffic lanes and there would be no horizontal and vertical shift in the alignment of the road. Construction noise would have a less than significant impact because construction activities would be temporary and intermittent and would be minimized by implementing measures **NOI-1** and **NOI-2**. Specifically, measure **NOI-1** discusses compliance with Calaveras County Code Section 9.02.060 D which states “Sound from construction activity, provided that all construction in or adjacent to residential areas shall be limited to the daytime hours between seven a.m. and six p.m., unless otherwise subject to conditions in a valid discretionary land use permit that addresses construction noise associated with the project.” **NOI-2** discusses compliance with Caltrans standard noise control measures for construction.

The loudest construction activities may include engine noise from construction vehicles and jack hammering. For this project, lowest construction equipment-related noise levels would be 55 A weighted decibels (dBA) at a distance of 50 feet for sound from a pick-up truck. Highest noise levels would be up to 85 dBA (at a distance of 50 feet) for equipment involved in general bridge disassembly and assembly activities. Construction noise would be short-term and intermittent. Construction is expected to take a maximum of 9 months.

- b) **Less Than Significant Impact:** The project would take place within areas zoned rural residential and commercial. Based on the Construction Noise Technical Memorandum prepared for the project, the nearest noise receptors are residents directly adjacent to the project location. Construction-related groundborne noise may occur. These disturbances would be temporary and intermittent and would occur only during construction. Therefore, the project is not anticipated to result in substantial permanent changes in noise levels.

- c) **No Impact:** The project is not within the vicinity of a publicly or privately-owned airport or airstrip. The nearest public airport, Calaveras County Airport, is approximately 2 miles west of the project site. The nearest privately-owned airport, Eagle Ridge Ranch Airport, is located approximately 14 miles northeast of the project. Therefore, the project would not expose people residing or working in the project area to excessive noise levels.

Figure 12: Noise Levels of Common Activities



MITIGATION MEASURES

The following mitigation measures would be implemented to minimize potential impacts:

NOS-1: Per Calaveras County Section 9.02.060 D, construction activities that generate high levels of noise shall be restricted to between 7 a.m. and 6 p.m., unless otherwise subject to conditions in a valid discretionary land use permit that addresses construction noise associated with the project

NOS-2: The Contractor shall follow Caltrans Section 14-8.02 of the Standard Specifications. As such:

- Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Use an alternative warning method instead of a sound signal unless required by safety laws.
- Equip internal combustion engines with the manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

CHECKLIST

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

DETERMINATION DISCUSSION

- a) **No Impact:** The project does not provide accessibility to new areas nor would it directly create new home, businesses or other development structures; therefore, the project is not anticipated to induce population growth.
- b) **No Impact:** The project would not displace any residential housing, nor would it require relocation of any people in the vicinity.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

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

DETERMINATION DISCUSSION

(a)i-ii) **Less Than Significant Impact:** Calaveritas Road is a rural connector road that provides vehicular access through the town of Calaveritas between the town of San Andreas to the northwest and the City of Angels Camp to the southeast. The project is anticipated to have a less than significant impact on fire and police protection.

During construction, the roadway would be closed to allow for disassembly of the existing bridge for rehabilitation and reassembly of the new structure on the same alignment. Closure of Calaveritas Road would require vehicles to detour to other existing roads in the vicinity. This build option would potentially impact fire and police protection, as it would require a detour to a nearby road. A detour down Costa Rd. and Fourth Crossing Rd. would require an extra 1 mile of travel. As discussed in Section XVII Transportation, a traffic management plan would be prepared and implemented to maintain traffic flow during construction. Once construction is completed, the new bridge would allow for improved access for emergency vehicles.

iii) **No Impact:** The closest school is San Andreas Elementary School, located approximately 4 miles northwest of the project area. Calaveritas Road Bridge is not on a school bus route and no impacts to schools are expected as a result of this project.

iv-v) **No Impact:** There are no parks within or adjacent to the project area. The project would not result in the need for new or physically altered parks, or other public facilities. No mitigation measures would be required.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

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

DETERMINATION DISCUSSION

- a) **No Impact:** No community or regional parks are near or within the project limits. It is not anticipated that substantial physical deterioration of recreational facilities would occur or be accelerated due to the project.
- b) **No Impact:** The proposed project does not include recreational facilities. As a bridge rehabilitation project, it does not require the construction or expansion of recreational facilities.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

XVII. Transportation	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DETERMINATION DISCUSSION

- a) **No Impact:** The proposed project rehabilitates the existing bridge over Calaveritas Creek. This would not change the roadway designation and would not conflict with any applicable plan, ordinance, or policy with regards to transportation in Calaveras County.
- b) **No Impact:** The project does not affect traffic volumes or level of service. There is no potential for the project to conflict with any existing congestion management program or degrade existing county congestion.
- c) **No Impact:** Hazards due to design features are not anticipated. The project would decrease hazards of the creek crossing by widening the crossing and removing a functionally obsolete bridge.
- d) **Less than Significant with Mitigation Incorporated:** Calaveritas Road is a rural connector road that provides vehicular access through the town of Calaveritas between the town of San Andreas to the northwest and the City of Angels Camp to the southeast. A less than significant impact is anticipated to fire and police protection.

During construction, the roadway would be closed to allow for disassembly of the existing bridge for rehabilitation and reassembly of the new structure on the same alignment. Closure of Calaveritas Road would require vehicles to detour to other existing roads in the vicinity. This build option would potentially impact fire and police protection, as it would require a detour to a nearby road. A detour down Costa Rd. and Fourth Crossing Rd. would require an extra 1 mile of travel. Measure **TRA-1** would ensure adequate emergency access by requiring a traffic management plan to be prepared and implemented to maintain traffic flow during construction. Once construction is completed, the new bridge would allow for improved access for emergency vehicles.

MITIGATION MEASURES

TRA-1: The County, as applicable, will prepare a traffic management plan (TMP) during the final stage of project design to ensure there is no interference with emergency vehicles/services or response/evacuation plans. The plan will list procedures, specific emergency response, and evacuation measures to be followed during emergencies. The contractor will prepare this TMP, subject to review and approval by the County, and distribute the approved plan to contract workers involved in the proposed project before construction and during operation of the project. Implementation of the approved plan will be a requirement of the construction contract. The County will provide project maps to emergency personnel (e.g., fire protection agencies, police and sheriff departments, California Highway Patrol) that describe construction activities as well as access roads to ensure proper emergency response to all parts of the proposed project.

CHECKLIST

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

DETERMINATION DISCUSSION

i-ii) **Less than Significant Impact:** At this time, no traditional cultural properties or TCRs have been identified within the project area. The bridge replacement project IS/MND was circulated prior to July 1, 2015, when AB52 went into effect, so this project is exempt from the CEQA requirement for tribal consultation. In spite of this, Calaveras County did consult with all local Native American Tribes in 2013 for the bridge replacement project under Section 106 as part of the NEPA review for this project in coordination with Caltrans. No tribal sensitivity or cultural sites were identified through that effort in the project area.

An archaeological field survey was conducted by Mr. Namat Hosseinion (Archaeologist), Ms. Amy Dunay (Archaeologist) and Ms. Bonnie Sanborn (Archaeologist) on January 7, 2013, for the purpose of identifying and recording archaeological resources. The field survey did not identify any tribal cultural resources within the APE. Additional archaeological surveys would be needed if project limits are extended beyond the present survey limits. Measure **CUL-2** would further reduce the potential for impacts as a result of discovery of archeological resources during construction.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

XIX. Utilities and Services Systems Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **No Impact:** As a transportation facility, no new water or wastewater treatment facilities, or expansion of existing facilities would be required. No impacts to utilities are expected and no utility relocations are anticipated.
- b) **No Impact:** As a transportation facility, the proposed project is not expected to require additional demand of water resources.
- c) **No Impact:** As a transportation facility, no impacts from, or to, wastewater treatment services are anticipated.
- d) **Less Than Significant Impact:** While construction activities would generate some litter and/or solid waste in the project area, the amount is not expected to exceed landfill capacities.
- g) **No Impact:** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

MITIGATION MEASURES

No mitigation measures are required.

CHECKLIST

XX. Wildfire If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DETERMINATION DISCUSSION

- a) **Less than Significant Impact:** The project would have a less than significant effect on implementation of, and would not interfere with, an emergency response or evacuation plan. During construction, the roadway would be closed to allow for disassembly of the existing bridge for rehabilitation and reassembly of the new structure on the same alignment. Closure of Calaveritas Road would require vehicles to detour to other existing roads in the vicinity. This build option would potentially impact fire and police protection, as it would require a detour to a nearby road. A detour down Costa Rd. and Fourth Crossing Rd. would require an extra 1 mile of travel. As discussed in Section XVII Transportation, a traffic management plan would be prepared and implemented to maintain traffic flow during construction. Once construction is completed, the new bridge would allow for improved access for emergency vehicles.
- b) **No Impact:** As a transportation facility, the project would not be an occupied facility. Therefore, the project would have no impacts related to exposing occupants to pollutant concentrations from a wildfire.
- c) **No Impact:** No impacts to utilities are expected and no utility relocations are anticipated. The project would not result in the need to install new utilities infrastructure to reduce fire risk.
- d) **No Impact:** The project would not increase the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. The project site is adjacent to agricultural, residential, and open space land uses.

CHECKLIST

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

DETERMINATION DISCUSSION

- a) **Less Than Significant with Mitigation Incorporated:** As discussed in Section IV Biological Resources, less than significant impacts are anticipated with inclusion of appropriate mitigation measures, **BIO-1 to BIO-14**. Inclusion of these measures would ensure that the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project was determined to have no potential to affect historic properties.
- b) **Less Than Significant Impact:** The proposed project would not have impacts that are individually limited, but cumulatively considerable. No change to traffic or growth inducing effects are expected. Viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, none of this project’s impacts would be considered cumulatively significant impacts to the environment.
- c) **Less Than Significant Impact:** No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction noise and visual impacts would be minimized through timing restrictions, and the two-lane bridge would better connect the citizens of the Calaveras County.

MITIGATION MEASURES

No additional mitigation is required beyond what has been provided in each of the prior sections.

List of Preparers

The following is a list of persons who prepared or participated in the Initial Study.

Dokken Engineering

Tim Chamberlain, Senior Environmental Planner. Contribution: Environmental Coordinator, Primary Author of the Initial Study, Construction Noise Technical Memorandum.

Brian Marks, Environmental Planner/Archaeologist. Contribution: Supplemental Historic Property Survey Report, Archaeological Survey Report.

Zach Liptak, Associate Environmental Planner. Contribution: Hazardous Waste Initial Site Assessment Addendum

Scott Salembier, Environmental Planner/Biologist. Contribution: Natural Environment Study.

Ken Chen, Environmental Planner. Contribution: Visual Impact Assessment Addendum, Community Impact Assessment Update Memorandum, Contributing Author for the Initial Study

WRECO

Han-Bin Liang, Professional Engineer, Contribution: Location Hydraulic Study.

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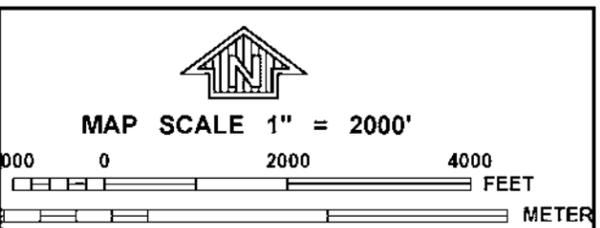
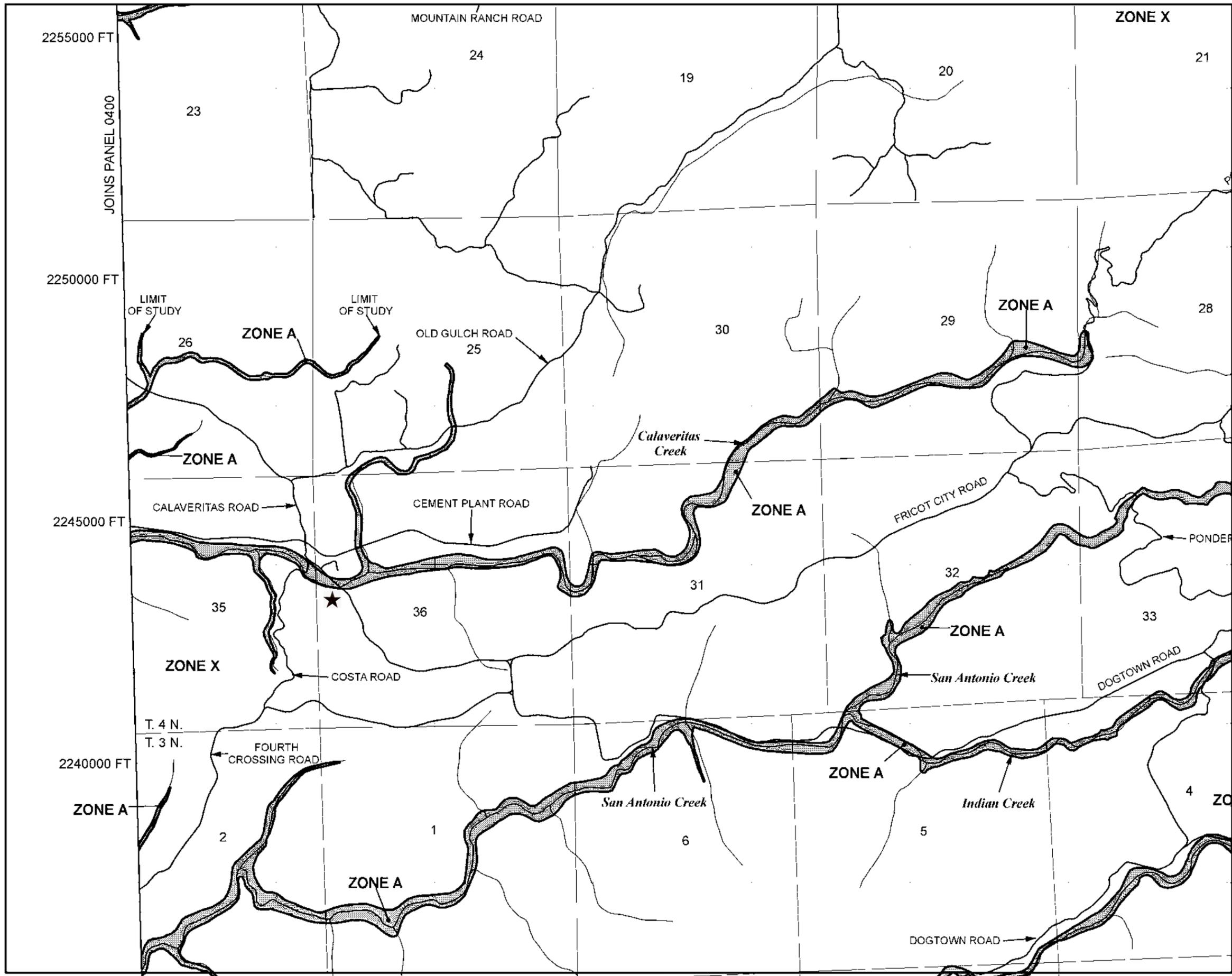
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Distribution List

State Clearinghouse Office of Planning and Research 1400 Tenth Street, Room 222 Sacramento, CA 95814	California State Water Resources Control Board P.O. Box 100 Sacramento, CA 95812
California Department of Transportation Attn: San Li 1976 E. Dr. Martin Luther King Jr. Blvd. Stockton, CA 95205	Central Valley Regional Water Quality Control Board 11020 Sun Center Drive, Suite 200 Rancho Cordova, CA 95670-6114
California Department of Fish and Game Region 2 – North Central 1701 Nimbus Road Rancho Cordova, CA 95670	Calaveras County Water District P.O. Box 846 423 E. Charles Street San Andreas, CA 95249
Calaveras Public Utility District P.O. Box 666 506 W. Saint Charles Street San Andreas, CA 95249	San Andreas Sanitary District 675 Gold Oak San Andreas, CA 95249
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CVIN 9479 N. Fort Washington Ste. 105 Fresno, CA 93730	Comcast 6505 Tam O'Shanter Drive Stockton, CA 95642

Appendix A: FEMA Map



PANEL 0425E

FIRM
FLOOD INSURANCE RATE MAP

**CALAVERAS COUNTY,
 CALIFORNIA
 AND INCORPORATED AREAS**

PANEL 425 OF 750
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CALAVERAS COUNTY	060923	0425	E

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06009C0425E

EFFECTIVE DATE
DECEMBER 17, 2010

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Appendix B: USFWS Letter



United States Department of the Interior
FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



December 5, 2012

Document Number: 121205012854

Sarah Holm
Dokken Engineering
110 Blue Ravine Road
Suite 200
Folsom, CA 95630

Subject: Species List for Calaveritas Road Bridge Replacement

Dear: Mrs. Holm

We are sending this official species list in response to your December 5, 2012 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be March 05, 2013.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found [here](#).

Endangered Species Division



Appendix C: Mitigation Monitoring Plan

Calaveras County, as the lead agency under the California Environmental Quality Act, has developed a Mitigation Monitoring Plan for the Calaveritas Road Bridge Replacement Project. This plan is designed to ensure that the mitigation measures identified in the project's Initial Study are implemented.

The following table contains a list of the mitigation measures. For each measure, the table identifies timing of implementation, party responsible for implementation, completion check box, and space for initials.

Calaveras County is responsible for ensuring the implementation of all measures in this Mitigation Monitoring Plan.

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Aesthetics					
Measure VIS-1: The County shall minimize tree removal by keeping the project limits as close as practical to the improvement and by removing/protecting/markings trees necessary to ensure contractor access.	Prior to construction (prepare) / During construction (implement)	Calaveras County, Contractor	<input type="checkbox"/>	_____	
Biological Resources					
Measure BIO-1: Every individual working on the Project must attend a biological awareness training session delivered by a qualified biologist. This training program shall include information regarding sensitive habitats, special-status species and the importance of avoiding impacts to these species and their habitat.	Prior to construction	Calaveras County	<input type="checkbox"/>	_____	
Measure BIO-2: Prior to the start of construction activities, the Project limits in proximity to Calaveritas Creek, the tributary associated with Calaveritas Creek and riparian habitats will be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or any other biologically sensitive resources detected during pre-construction surveys. During construction the Project biologist will periodically inspect the ESA to ensure sensitive locations remain undisturbed.	Prior to construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Measure BIO-3: BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels):</p> <ul style="list-style-type: none"> Exposed soils and material stockpiles will be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities; All construction roadway areas will be properly protected to prevent excess erosion, sedimentation, and water pollution; All vehicle and equipment fueling/maintenance will be conducted outside of any surface waters; Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants; Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering jurisdictional waters; All erosion control measures and storm water control measures will be properly maintained until the site has returned to a pre-construction state; All disturbed areas will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species; and, All construction materials will be hauled off-site after completion of construction. 	During construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Measure BIO-4: To conform to water quality requirements, the SWPPP must include the following:</p> <ul style="list-style-type: none"> • All Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall be a minimum of 100 ft from riparian or aquatic habitats. Any necessary equipment washing shall occur where the water cannot flow into Calaveritas Creek or the unnamed tributary to Calaveritas Creek. The Project proponent will prepare a spill prevention and clean-up plan; • Construction equipment will not be operated in flowing water; • Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to Calaveritas Creek or the unnamed tributary to Calaveritas Creek; • Any surplus concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site. 	During construction	Contractor	<input type="checkbox"/>	_____	
<p>Measure BIO-5: Upon completion of construction activities, any barriers to surface water flow must be removed in a manner that will allow flow to resume with the least disturbance to the substrate.</p>	After construction	Contractor	<input type="checkbox"/>	_____	
<p>Measure BIO-6: All riparian areas and streambanks temporarily disturbed during Project construction will be restored on-site to pre-Project conditions or better prior to Project completion. Where possible, vegetation will be trimmed rather than fully removed with the guidance of the Project biologist. When feasible, riparian vegetation will be cut above soil level. Temporary disturbed areas will be re-seeded with native grasses and forbs.</p>	After construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Measure BIO-7: Should any special-status plant species occur within or immediately adjacent to the Project area, Environmentally Sensitive Area (ESA) fencing (orange construction barrier fencing) will be installed around special-status plant populations, where feasible, and the appropriate regulatory agencies will be contacted to determine if any further measures or avoidance is required. A written report of the pre-construction survey results will be submitted to Caltrans within 30 days of completion of the survey.</p>	<p>Prior to construction/ During construction</p>	<p>Contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>Measure BIO-8: Prior to vegetation removal, a pre-construction survey for FYLF will be conducted by the Project biologist.</p>	<p>Prior to construction</p>	<p>Project Biologist</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>Measure BIO-9: If a work site is to be temporarily dewatered by pumping, intakes must be completely screened with wire mesh not larger than five millimeters (0.2 inches). Water must be released or pumped downstream at an appropriate rate to maintain downstream flows during construction.</p>	<p>During construction</p>	<p>Contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>Measure BIO-10: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment and field equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spread of noxious weeds.</p>	<p>During construction</p>	<p>Contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>Measure BIO-11: All hydroseed and plant mixes must consist of a biologist approved plant palette seed mix from native, locally adapted species.</p>	<p>During construction</p>	<p>Contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Measure BIO-12: If vegetation removal is to take place during the nesting season (February 15–August 31), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.</p> <p>A minimum 100 ft no-disturbance buffer will be established around any active nest of migratory birds and a minimum 200-300 ft no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.</p>	Prior to construction	Contractor	<input type="checkbox"/>	-----	
<p>Measure BIO-13: To allow subterranean wildlife enough time to escape construction related activities, vehicles will be operated at 3 miles per hour or less during initial clearing and grubbing.</p>	During construction	Contractor	<input type="checkbox"/>	-----	
<p>Measure BIO-14: The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.</p>	During construction	Contractor	<input type="checkbox"/>	-----	
Cultural Resources					
<p>CUL-1: Prior to construction, the Caltrans architectural historian or a consultant acting on behalf of Caltrans, contractor, metal shop representative, and County engineer shall coordinate to finalize plans and ensure SOIS are met on all project items.</p>	Prior to Construction	Caltrans architectural historian, Prime Contract, Metal shop representative, Resident Engineer	<input type="checkbox"/>	-----	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>CUL-2: The County engineer will notify Caltrans architectural historian at least three weeks prior to removing the truss from the site to finalize plans for relocating the truss.</p>	<p>Prior to removal of truss</p>	<p>Caltrans architectural historian, Prime Contract, Metal shop representative, Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>CUL-3: The contractor will ensure that Caltrans architectural historian will be made aware of any design changes during shop work. If feasible, Caltrans architectural historian will be given at least one field inspection of shop work.</p>	<p>During shop work</p>	<p>Caltrans architectural historian, Prime Contract, Metal shop representative</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>CUL-4: The County engineer will notify Caltrans architectural historian when shop work has been completed to inspect the work and confirm SOIS consistency.</p>	<p>When shop work has been finalized</p>	<p>Caltrans architectural historian, County engineer</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>CUL-5: The County and Caltrans architectural historian or a consultant acting on behalf of Caltrans will meet in the field to observe preparation for reinstallation</p>	<p>Prior to reinstalling truss</p>	<p>Caltrans architectural historian, County engineer, Prime contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>CUL-6: The County, Caltrans, and contractor will meet in the field to observe final product and conduct a final review upon completion of construction.</p>	<p>After construction</p>	<p>Caltrans architectural historian, County engineer, Prime contractor</p>	<p><input type="checkbox"/></p>	<p>_____</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>CUL-7: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>CUL-7: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. Further provisions of PRC 5097.98 are to be followed as applicable.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
Hazards and Hazardous Materials					
<p>HAZ-1: Include language in the special provisions requiring that asbestos surveys be conducted utilizing a certified consultant prior to any modification to or demolition of the Calaveritas Road bridge structure, which will be altered or demolished to accommodate the planned construction. A project specific Asbestos Sampling and Analysis Workplan that establishes the procedures used to comply with requirements for asbestos abatement, including sampling and testing of suspected ACM, containment, transportation and disposal of ACM will be developed at least fifteen (15) days prior to beginning any sampling for suspected ACM. No sampling and analysis work will proceed until the plan is authorized by the project engineer.</p>	Prior to construction	Calaveras County	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>HAZ-2: Measures to comply with Caltrans Standard Special Provision 14-11.08 DISTURBANCE OF EXISTING PAINT SYSTEMS ON BRIDGES will be included in the project special provisions. Paint Disturbances will be limited to demolition, steel member cutting, and reuse of the truss portions of the existing bridge. There will be no painting of the existing paint systems. There will be no large scale paint disturbances (sand blasting) on-site.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>HAZ-3: Metal beam guard rails posts should be disposed of accordingly as treated wood waste. Measures to comply with Caltrans Standard Special Provision 14-11.09 TREATED WOOD WASTE will be included in the project special provisions. Steel members of the metal beam guard rails will be recycled as steel, or stockpiled at the County's corporation yard for reuse.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>HAZ-4: If it is determined that hazardous levels of aerially deposited lead is present, the project shall prepare lead compliance plan in accordance with Caltrans Standard Specification 7-1.02K(6)(j)(ii) will be included in the project special provisions. Additionally measures to comply with Caltrans Standard Special Provision 14-11.03 MATERIAL CONTAINING HAZARDOUS WASTE CONCENTRATIONS OF AERIALY DEPOSITED LEAD will be included in the project special provisions.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>HAZ-5: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. At the time of this ISA, there were no documented leaks or soil/groundwater contamination issues within or immediately adjacent to the study area and no further investigation is recommended. However, for any previously unknown hazardous waste/material encountered during construction, Caltrans Hazards Procedures for Construction shall be followed.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Hydrology and Water Quality					
<p>Measure WQ-1: Best Management Practices, per California Stormwater Quality Association (CASQA), will be applied to all exposed areas during construction, including the trapping of sediments within the construction area through the placing of barriers, such as silt fences, at the perimeter of downstream drainage points or through the construction of temporary detention basins. Other methods of minimizing erosion impacts may include the implementation of hydromulching and/or limiting the amount and length of exposure of graded soil. Temporary erosion control and water quality measures will be defined in detail in an Erosion Control and Water Pollution Control design prepared for the project.</p>	<p>Prior to construction (prepare) / During construction (implement)</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>-----</p>	
<p>Measure WQ-2: Construction of the project will follow the Construction General Permit issued by the State Water Resources Control Board, 2009-0009-DWQ. As such, in addition to avoiding impacts from soil disturbance and erosion, spill prevention and control measures shall be implemented for non-stormwater/waste management activities.</p>	<p>During construction</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>-----</p>	
Noise					
<p>Measure NOS-1: Construction activities that generate high levels of noise shall be restricted to between 7 a.m. and 6 p.m.</p>	<p>During construction</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>-----</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Measure NOS-2: The Contractor shall follow Caltrans Section 14-8.02 of the Standard Specifications. As such:</p> <ul style="list-style-type: none"> • Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. • Use an alternative waiting method instead of a sound signal unless required by safety laws. • Equip internal combustion engines with the manufacturer-recommended muffler. • Do not operate an internal combustion engine on the job site without the appropriate muffler. 	During construction	Resident Engineer	<input type="checkbox"/>	-----	
<p>Measure TRA-1: The County, as applicable, will require that the contractor(s) prepare a traffic management plan (TMP) during the final stage of project design to ensure there is no interference with emergency vehicles/services or response/evacuation plans. The plan will list procedures, specific emergency response, and evacuation measures to be followed during emergencies. The contractor will prepare this TMP, subject to review and approval by the County, and distribute the approved plan to contract workers involved in the proposed project before construction and during operation of the project. Implementation of the approved plan will be a requirement of the construction contract. The County will provide project maps to emergency personnel (e.g., fire protection agencies, police and sheriff departments, California Highway Patrol) that describe construction activities as well as access roads to ensure proper emergency response to all parts of the proposed project.</p>	Prior to construction (prepare) / During construction (implement)	County and Contractor	<input type="checkbox"/>	-----	

Appendix D: List of Abbreviated Terms

ACM	Asbestos Containing Materials
AMERA	Asbestos Hazard Emergency Response Act
ASR	Archeological Survey Report
AUL	Activity and Use Limitations
BMPs	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CASQA	California Stormwater Quality Association
CCAPCD	Calaveras County Air Pollution Control District
CCIC	Central California Information Center
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CRLF	California Red-legged Frog
dba	A-weighted decibels
DTSC	California Department of Toxic Substances Control
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
HPSR	Historic Property Survey Report
IS	Initial Study
ISA	Hazardous Waste Initial Site Assessment
MBTA	Migratory Bird Treaty Act
NAAQS	National Ambient Air Quality Standards
NES	Natural Environmental Study
OSHA	Occupational Safety and Health Administration
PAC	Presumed Asbestos Containing Materials
PS&E	Plans, Specifications & Estimate
REC	Recognized Environmental Conditions
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife Service

Appendix E: List of Environmental Technical Studies

Archeological Survey Report, September 2013

Valley Elderberry Longhorn Beetle Change Determination Request Letter, April 2019

Supplemental Historic Property Survey Report, April 2019

Finding of No Adverse Effect, April 2019

Hazardous Waste Initial Site Assessment Addendum, April 2019

Location Hydraulic Study Report, June 2013

Natural Environment Study, April 2019

Noise Technical Memorandum, June 2013

Water Quality Technical Memorandum Update, April 2019

Visual Impact Assessment Addendum, April 2019