State Route 140 Mariposa CAPM Pavement Restoration

State Route 140 in Mariposa County
10-MPA-140-12.0/22.1
Project ID: 10-0Y770/10-1500-0008

Initial Study
with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

November 2019

Caltrans

General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the Caltrans district office at 1976 Dr. Martin Luther King Jr. Blvd, Stockton, CA 95205 and the Mariposa County Library at 4978 10th St, Mariposa, CA 95338.

- If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  Mr. Lupe Jimenez
  California Department of Transportation
  1976 Dr. Martin Luther King Jr. Blvd
  Stockton, CA 95205

- Submit comments via email to: Lupe.Jimenez@dot.ca.gov.
- Submit comments by the deadline: _____.

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Mr. Lupe Jimenez, 1976 Dr. Martin Luther King Jr. Blvd, Stockton, CA 95205; (209) 941-1919, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

10-MPA-140-12.0/22.1
10-0Y770/10-1500-0008

Pavement overlay and drainage system improvements on
State Route 140 from post miles 12.0 to 22.1 in Mariposa County

INITIAL STUDY
with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

_____
Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

_____
Date

DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to dig out and repair localized areas of severe pavement failure and apply a preventive hot-mix asphalt overlay on the roadway surface on State Route 140 in Mariposa County between post miles 12.0 and 22.1. The project would also remove and replace three drainage inlets, four culverts, one flared-end section, and one sinkhole within the City of Mariposa. The project would also remove and replace six culverts and one sinkhole outside the city, and remove and replace a dike, rumble strips, and guardrails. Shoulder backing would be placed throughout the project limits. The project would also install Americans with Disabilities Act curb ramps at two intersection corners to meet current standards.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Negative Declaration is subject to change based on comments received by interested agencies and the public.

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

The project would have no effect on: aesthetics, agriculture and forest resources, air quality, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

The project would have no significant effect on: greenhouse gases or biological resources.

_____

Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

_____

Date

Section 1 Project Description and Background

1.1 Project Title

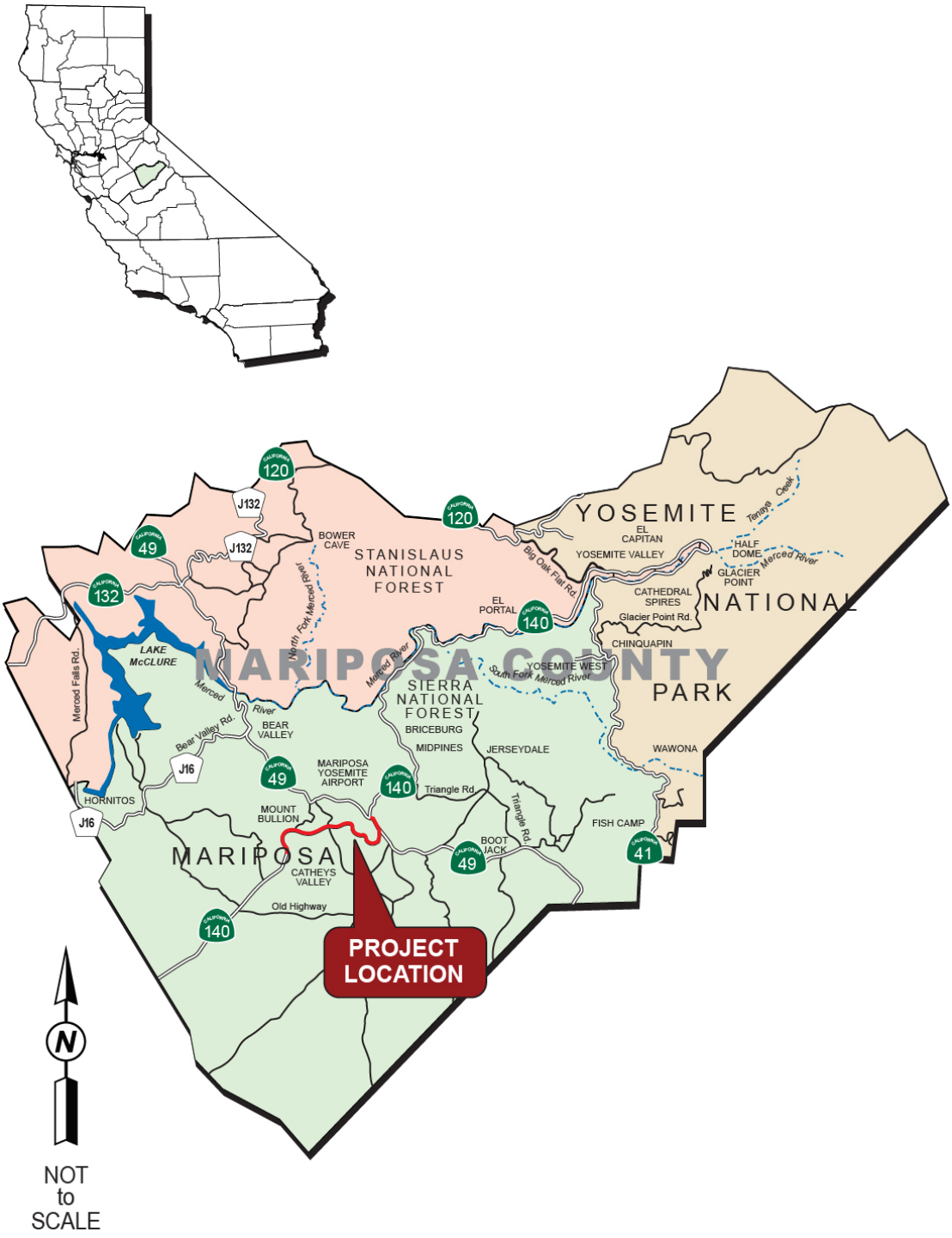
State Route 140 Mariposa Capital Preventative Maintenance (CAPM) Pavement Restoration

1.2 Project Location

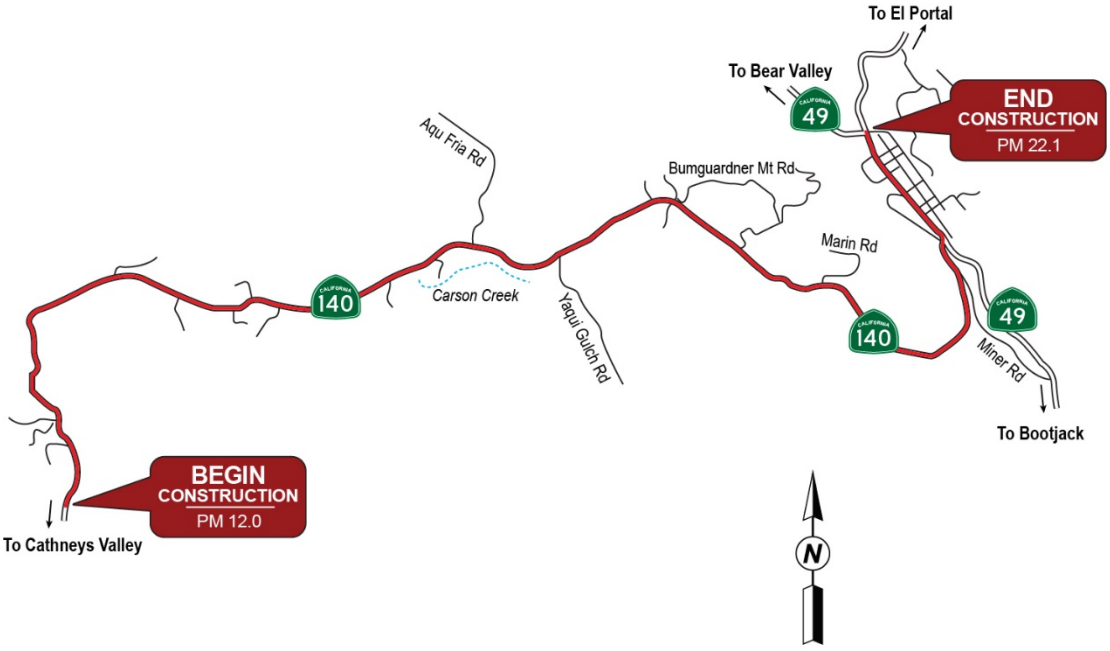
The project proposes to restore the pavement and make various other infrastructure improvements throughout the project length. The project is located along State Route 140 in Mariposa County from post mile 12.0, east of the community of Catheys Valley, to the intersection of State Route 49 and 140 in Mariposa.

State Route 140 within the project limits is a two-lane, east-west, undivided, conventional highway with lane widths of 12 feet and shoulder widths that vary from 2 feet to 7 feet. The project limits include eastbound and westbound passing lanes as well as left-turn lanes. The opposing lanes are separated by solid double-yellow lines throughout the project limits. The end of the project extends from approximately post miles 21.22 through 22.10 and goes through historic downtown Mariposa, intersecting with 11 local roads.

Project Vicinity Map



Project Location Map



NOT to SCALE

Location	County	Route	Post Mile	Description
1	Mariposa	140	12.21	Drainage system
2	Mariposa	140	13.00	Drainage system
3	Mariposa	140	13.92	Drainage system
4	Mariposa	140	14.98	Drainage system
5	Mariposa	140	15.60	Sink hole
6	Mariposa	140	16.58	Drainage system
7	Mariposa	140	17.11	Drainage system
8	Mariposa	140	19.93/20.00	Drainage system
9	Mariposa	140	21.25	Drainage system
10	Mariposa	140	21.38	Sink hole
11	Mariposa	140	21.57	Drainage system
12	Mariposa	140	21.69	Drainage system
13	Mariposa	140	21.78	Drainage system
14	Mariposa	140	21.83	ADA curb ramp
15	Mariposa	140	21.88	ADA curb ramp
16	Mariposa	140	22.10	ADA curb ramp

1.3 Description of Project

The project proposes to dig out and repair localized areas of severe pavement failure and apply a preventive hot-mix asphalt overlay on the roadway surface throughout the project limits. The work also includes removing and replacing three drainage inlets, four culverts, one flared-end section, and one sinkhole within the City of Mariposa, and six culverts and one sinkhole outside the city. The project would also remove and replace a dike, rumble strips, and guardrails. Shoulder backing would be placed throughout the project limits. The project would also install Americans with Disabilities Act curb ramps at two intersection corners to meet current standards.

1.4 Surrounding Land Uses and Setting

The project area is mostly rural and consists of native and non-native plant species, dirt and pavement. Several ephemeral and intermittent drainages flow through cross culverts under the paved way. The end portion of the project passes through the City of Mariposa, a small historic town. Adjacent habitats consist of blue oak and foothill pine woodlands, northern mixed chaparral, and interior live oak woodlands. There is also some riparian habitat along several waterways within the project area.

1.5 Other Public Agencies Whose Approval is Required

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1600 Streambed Alteration Agreement	Application to be submitted during design phase.
U.S. Army Corps of Engineers (USACE)	404 Nationwide Permit	Application to be submitted during design phase.
Regional Water Quality Control Board (RWQCB)	401 Permit	Application to be submitted during design phase.
State Historic Preservation Officer (SHPO)	Concurrence on Finding of Effect	Concurrence will be obtained prior to the design phase.

Section 2 CEQA Environmental Checklist

2.1 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as best management practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

2.1.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact—The project work area includes an 0.8-mile stretch of State Scenic Highway from post miles 21.2 to 22.0, as defined in the California Streets and Highway Code Division 1, Chapter 2, Article 2.5. However, the project area does not contain scenic vistas. The work would also not result in substantial adverse impacts to scenic resources, as vegetation removal will be minimal and guardrails will be treated to blend well with the surrounding environment.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact—Vegetation removal will be minimal, no historic buildings or rock outcroppings will be damaged, and all disturbed areas will be treated with an erosion control seed mix consisting of native or climate-appropriate species for the project area.

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 a 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?

No Impact—The project would not conflict with applicable zoning and other regulations governing scenic quality, as the work would only entail minor functional improvements to existing features. Also, as an aesthetic enhancement, steel-backed timber guardrails will be considered where feasible at bridge approaches in the project area.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact—To lessen reflective glare from the new galvanized guardrails along this rural and scenic route, all new galvanized guardrails will be treated with a brown stain to match the surrounding landscape. With this measure, the project is not anticipated to create significant new sources of light or glare.

2.1.2 Agriculture and Forest Resources

CEQA Significance Determinations for 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 Department 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:

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?

No Impact—Only minor right-of-way acquisitions will be needed for the culvert rehabilitations at post miles 13.92 and 16.58, and for the installation of the two Americans with Disabilities Act-compliant curb ramps at post miles

21.83 and 21.88. The acquisitions to accommodate the culvert rehabilitation work are partially located in areas zoned as agricultural or working land. However, neither location is Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and site visits did not indicate any agricultural use next to the highway at these locations. Also, the extent of the acquisition in agricultural land would be 7,825 square feet (0.18 acre) or less. The small scale of this acquisition, its location directly adjacent to the highway, and the nature of the work as minor rehabilitation of existing facilities indicate no significant impact to surrounding agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—The project would acquire small slivers of land next to the highway to rehabilitate existing culverts in land zoned as agricultural or working land. However, this land right next to the highway is not in active agricultural use and is not under Williamson Act contract. The minimal scale of the work involves improvements to existing facilities and would not occupy a significant portion of this land.

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))?

No Impact—No right-of-way is being acquired from areas zoned as forest or timberland. The project would involve only minor acquisition of land next to the existing Caltrans right-of-way, in areas zoned as residential and agricultural/working land.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact—The right-of-way acquisition does not involve converting forest land, and any vegetation removal will be minimal due to the small scale of the work.

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?

No Impact—The proposed work would improve or rehabilitate only existing facilities, such as replacing culverts, installing erosion control, and overlaying the pavement on the existing highway. This would not encourage any additional land conversion or rezoning of agricultural or forest land.

2.1.3 Air Quality

CEQA Significance Determinations for Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact—Mariposa County is in attainment for all state and federal ambient air quality standards aside from the ozone standard. The project would not generate any operational emissions because it improves only existing facilities and does not increase capacity. Construction emissions, including construction equipment exhaust and windblown dust, would be managed in the construction contract per the provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control.” As such, no conflicts are anticipated with any applicable air quality plans.

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?

No Impact—The project would not result in cumulatively considerable increases in any criteria pollutants because the project does not increase capacity and any temporary construction emissions will be minimized per Caltrans Standard Specifications.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact—While dust, odors, or other pollutants may result from temporary construction activities, these impacts would be minimized per the standard measures and best management practices detailed in the construction contract.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact—Temporary odors or emissions may affect a localized area around construction sites, but all proposed work would be performed within the fewest number of workdays feasible for the project and would be managed to reduce any impacts to insubstantial levels.

2.1.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Would the project:

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

Less Than Significant Impact—No candidate, sensitive, or special-status animal or plant species were observed in the biological study area during field surveys conducted on March 7, June 4, and June 26, 2019. However, the entire biological study area was not directly accessible due to some areas having steep terrain and private property boundaries, particularly along Agua Fria Creek and Owens Creek.

The foothill yellow-legged frog, western pond turtle, and migratory birds may occur in the project vicinity. The foothill yellow-legged frog was historically recorded about 5.3 miles away from the project area in Mariposa Creek in 1899, and potential habitat exists at Location 6 (post mile 16.58) of the project near Agua Fria Creek. However, no frogs or tadpoles were found in the biological study area during the wildlife surveys performed in June 2019, and the presence of American bullfrog tadpoles in the biological study area may indicate that the foothill yellow-legged frog has been extirpated from this location.

The project area is also in the recorded range of the western pond turtle and provides potential aquatic foraging and dispersal habitat for the species. The closest recorded instance of the western pond turtle is also at Mariposa Creek, but the record is undated, and no individuals were seen during field surveys. Location 6, near Agua Fria Creek, is the only location in the project area with potential habitat for the foothill yellow-legged frog and western pond turtle. The temporary construction zone extends 20 feet from the culvert outlet but is outside of the top of the creek's banks. No permanent impacts are anticipated to the aquatic resource.

The area also contains prospective nesting habitat for ground-, shrub-, tree-, and structure-nesting migratory bird species that may nest in the surrounding area between February 1 and September 30. No active bird nests were found during the June 2019 wildlife survey, though abandoned swallow nests were seen in the box culvert at Location 1 (post mile 12.21).

With the implementation of the following avoidance and minimization measures, no effect is anticipated for the foothill yellow-legged frog, western pond turtle, and migratory birds. A qualified biologist will perform pre-construction environmental awareness training, establish of environmentally

sensitive areas to be protected by high visibility fencing where necessary, conduct pre-construction surveys, and perform on-site biological monitoring. In addition, measures will include limiting construction to the dry or low-flow period, use of construction site best management practices including those designed to avoid impacts to wildlife, limiting vegetation removal, and revegetating on-site. No compensatory mitigation is proposed for wildlife species or habitat, though the project will require a California Fish and Game Code Section 1600 Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife.

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 U.S. Fish and Wildlife Service?

Less Than Significant Impact—The project will involve filling a scour hole at Location 1 with Class III rock slope protection, replacing the Location 1 inlet with a flared-end section, and installing rock slope protection and a flared-end section at the outlet of Location 7 (post mile 17.11). The placement of this flared-end section and rock slope protection will have approximately 425 square feet (0.009 acre) of permanent, direct impacts to riparian habitat that qualifies as Waters of the State of California. Additional temporary disturbance zones from vegetation removal or trimming would also extend an estimated 20 feet beyond the inlets and outlets of any culverts requiring maintenance.

The permanent loss of approximately 0.009 acre of riparian vegetation is minimal, and the project activities are self-mitigating, as they will minimize erosion, so no compensatory mitigation is proposed at this time. A Clean Water Act Section 401 permit will be required from the Regional Water Quality Control Board.

Avoidance and minimization measures would be implemented to reduce impacts to Waters of the State during construction and will include: pre-construction environmental awareness training by a qualified biologist, the establishment of environmentally sensitive areas and use of high-visibility fencing where necessary to protect sensitive resources, limiting construction to the dry or low-flow period, the enforcement of construction site best management practices to control vegetation removal among other things, and on-site restoration and revegetation after construction work is complete. Additional details on these measures are included in Appendix A.

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?

Less Than Significant Impact—No potentially jurisdictional wetlands of the U.S. were found in the vicinity. However, approximately 0.20 acre of potentially jurisdictional Other Waters of the U.S. was preliminarily identified within the project area. This includes two unnamed intermittent streams—a tributary to Owens Creek and the San Joaquin River near Location 1, and a tributary near Location 7 for Carson Creek and the San Joaquin River—as well as the ephemeral Agua Fria Creek, partially fed by the culvert outlet at Location 6 (post mile 16.58).

The placement of rock slope protection at Locations 1 and 7 will have approximately 175 square feet (0.004 acre) of permanent, direct impacts to Other Waters of the U.S. However, permanent impacts from construction would be self-mitigating due to the nature of project activities, which are intended to increase conveyance and reduce sediment transport. Therefore, no compensatory mitigation is proposed at this time. A Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers will be required for this project.

Avoidance and minimization measures would be implemented to reduce impacts to Other Waters of the U.S. during construction and will include: pre-construction environmental awareness training by a qualified biologist, the establishment of environmentally sensitive areas and use of high-visibility fencing where necessary to protect sensitive resources, limiting construction to the dry or low-flow period, and enforcement of construction site best management practices, limiting vegetation removal, and on-site revegetation. Additional details on these measures are included in Appendix A.

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?

No Impact—The project area does not contain any Essential Fish Habitat and would not build or impose any new barriers to wildlife or fish movement. Work will be performed during the dry or low-flow period, when the ephemeral or intermittent creeks would be inaccessible to fish for movement or nursery sites. There will be minimal vegetation and ground disturbance due to the nature of the work, and no impacts are anticipated to wildlife corridors.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact—The project would not violate local policies or ordinances because no significant impacts are anticipated to sensitive wildlife, fish, or plant species, and vegetation and tree removal will be kept to a minimum per Caltrans best management practices. Disturbed areas will be restored or revegetated on-site per the construction contract, which will be compliant with the goals and policies related to biological resources in local plans.

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?

No Impact—The project would not conflict with any applicable habitat or natural community conservation plans because all avoidance and minimization measures included in the construction contract will comply with local and regional resource plans.

2.1.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact—The project will include work next to three archaeological sites that are being considered eligible for the National Register of Historic Places. Work will also occur within the Mariposa Town Historic District, which has previously been determined eligible for the National Register. However, the project was been determined to have no adverse effect on these resources, with the inclusion of an Environmentally Sensitive Area Action Plan. The proposed project would not involve adverse effects to the Mariposa Town Historic District because it would be providing only an overlay on the existing highway and making minor improvements to roadside features such as curb ramps. Work would be kept in the paved way, and Caltrans standard specifications and best management practices would be applied to avoid damage to historic features.

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

No Impact—No adverse effect is anticipated for the three archaeological resources in the project area. The Environmentally Sensitive Area Action Plan to be included in the construction contract lists measures to prevent any disturbance or damage to the protected sites, including installing high-visibility environmentally sensitive area fencing around all three archaeological sites to prevent intrusion or off-pavement work. An archaeological monitor would also be present at two of the three locations during construction to ensure no disturbance of fenced-off areas and no damage to protected archaeological resources would occur.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact—No human remains are anticipated in the project area, and the three previously identified archaeological sites will be fenced off to prevent

intrusion in protected areas. Also, the proposed construction would occur in previously disturbed soil, reducing the chance of excavating human remains. If human remains are discovered, standard Caltrans protocol would apply, including but not limited to stopping all work in the area and consulting the archaeologist and local authorities to identify next steps.

2.1.6 Energy

CEQA Significance Determinations for Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact—Caltrans standard specifications and best management practices to avoid wasteful use of energy will be implemented during construction. This includes measures to avoid fuel waste by scheduling truck trips outside of peak morning and evening commute hours, avoiding equipment idling for more than 5 minutes where feasible, and maintaining equipment in proper working condition.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency as the work would not involve installing new facilities that consume energy. Also, construction activities will be conducted in a manner to conserve energy and avoid fuel waste per Caltrans best management practices.

2.1.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

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?

No Impact—The project is not located near any fault zones and would not involve ground disturbance beyond 6 feet of depth.

ii) Strong seismic ground shaking?

No Impact—The project would involve only minimal ground disturbance to rehabilitate or replace existing facilities in previously disturbed soil. The work would not include any heavy soil compaction that may cause strong seismic shaking.

iii) Seismic-related ground failure, including liquefaction?

No Impact—The project would not cause sufficient ground shaking to cause liquefaction or ground failure.

iv) Landslides?

No Impact—The project will not involve heavy ground disturbance or shaking on steeply sloped surfaces that would cause landslides.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact—Because the proposed work would improve existing facilities at or near surface level, no substantial soil erosion or loss of topsoil is anticipated. No excess soil will be generated, and all soil will be kept on-site.

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?

No Impact—The project is not located on unstable soils and would not cause on- or off-site soil disturbance because the proposed work would replace or improve existing features.

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?

No Impact—The project is not located on expansive soil and will involve improvements only to existing facilities on previously disturbed soil.

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?

No Impact—Waste water will not be produced by project activities because the work would involve only minor improvements and rehabilitation of existing facilities.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact—The project will involve only minor soil disturbance and will not disturb original ground for most of the project length. Where small amounts of soil disturbance will be necessary to replace culverts or install guardrail posts, no unique paleontological or geologic features were identified or on record.

2.1.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact—The project does not increase capacity and is not expected to alter highway usage patterns. Therefore, it would not produce any operational greenhouse gas emissions. Construction for this project would produce an estimated 941 U.S. tons of carbon dioxide (CO_2) over an estimated 10-month period. To minimize the impacts from these temporary emissions, Caltrans standard specifications and best management practices will be implemented. This will include measures to avoid idling construction equipment for more than five minutes when feasible, schedule truck trips outside of peak commute hours, reduce construction waste and maximize the use of recycled materials, and encourage improved equipment fuel efficiency.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact—The project is not anticipated to conflict with any applicable greenhouse gas reduction plan, policy or regulation. In compliance with Caltrans policy and Executive Order B-30-15, the project will incorporate the above listed measures to reduce greenhouse gas emissions from the project in pursuit of statewide and agency goals.

2.1.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact—There is no anticipated risk of encountering leaking underground storage tanks, naturally occurring asbestos, or structures that may contain asbestos or lead-based paint. There is potential to encounter non-hazardous concentrations of aerially deposited lead because the project will involve ground disturbance in unpaved areas next to the roadway. However, the project will not involve generation, transport, use, or disposal of any excess

soil. The construction contract will include a lead compliance plan, as well as Caltrans Standard Special Provision Section 7-1.02K(6)(j)(iii) to avoid and minimize any impacts pertaining to Earth Material Containing Lead. The contract will also include Standard Special Provision Section 14-11.14 to manage and minimize any impacts from treated wood waste for guardrails.

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?

No Impact—The proposed work is unlikely to disturb any hazardous materials other than aerially deposited lead or treated wood waste. The construction contract will include Caltrans Standard Special Provisions to manage lead and wood waste, as well as a lead compliance plan to minimize any risk of accidental release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact—The project would not involve the release of hazardous materials within one-quarter mile of an existing or proposed school because no excess soil will be generated, and all hazardous materials will be managed securely per the lead compliance plan included in the construction contract.

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?

No Impact—The project area does not include any leaking underground storage tanks or hazardous materials sites.

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?

No Impact—The project area is not managed under an airport land use plan, and the work would not result in a safety hazard or excessive noise impacts for residents within two miles of a public airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact—The project will not impair emergency response or evacuation plans in the project vicinity, and any road closures or detours will be coordinated with emergency response personnel to ensure minimal interruption to services.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact—The project area is within the Moderate to High fire hazard severity zones as catalogued in the 2007 CALFIRE Fire Hazard Severity Zones in the State Responsibility Area map for Mariposa County. However, the construction contract will include Caltrans standard best management practices to ensure that the work will minimize any fire risks during construction, including measures to prevent smoking and other potential fire risks on-site.

2.1.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact—No water quality or waste discharge requirements will be violated as a result of this project. Any waste produced during construction will be safely stored and managed per Caltrans standard specifications and best management practices. Clean Water Act Sections 401 and 404 permit consultation will be performed with the U.S. Army Corps of Engineers and Regional Water Quality Control Board to ensure compliance with water quality standards during construction.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact—The project will improve existing roadway and drainage infrastructure and would not construct new paved or impermeable surfaces that would inhibit groundwater recharge. Therefore, no increase in groundwater demand or interference with aquifer recharge is anticipated from the project.

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;

No Impact—Because the project will be improving existing drainage systems, including culverts and dikes, it would be reducing erosion and siltation both on- and off-site. No substantial alteration to intermittent drainages or ephemeral streams will occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No Impact—The project would not increase flood risk from surface runoff because the improvements to culverts and drainage dikes would more effectively direct runoff off the roadway and reduce the risk of pooling and flooding.

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

No Impact—Because the project involves no construction of new facilities that would serve as sources or contributors to runoff, no adverse effects to drainage capacity are anticipated.

iv) Impede or redirect flood flows?

No Impact—The project would improve only existing drainage facilities, which would assist in diverting water flows down intended channels and preventing flooding. Therefore, the project would not impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact—The project would not risk release of pollutants if inundated because it proposes only to rehabilitate existing infrastructure and improve drainage in the area. No hazardous materials or pollutants are being introduced during construction that would constitute a pollution risk in the event of a flood.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The project would not conflict or obstruct any water quality control plan or groundwater management plan because it will not cause any increase in demand for water. The work would improve existing infrastructure and would not construct new facilities or pavement that may inhibit groundwater recharge.

2.1.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact—This project would not divide an established community because the work would improve or rehabilitate existing facilities. One-way traffic control would also be implemented to minimize barriers to traffic during the construction period.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact—No significant impacts would be caused by conflicts with existing land use plans, policies, or regulations. The project would involve minor right-of-way acquisitions from roadside agricultural or working land areas for culvert rehabilitation work, but would not significantly impact land use in the area.

2.1.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact—There are no known valuable mineral resources in the project area that would be potentially made unavailable by the repair, rehabilitation, and replacement work proposed for the project. The proposed work would occur only in paved or roadside-adjacent areas previously disturbed by the installation of existing facilities.

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?

No Impact—There are no known locally important mineral resource recovery sites delineated on any applicable plans that would be rendered unavailable by the proposed work.

2.1.13 Noise

CEQA Significance Determinations for Noise

Would the project result in:

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?

No Impact—The project would generate only short-term intermittent construction noise in the area. Caltrans Standard Specifications Section 14-8.02 (Noise Control) will be implemented in the construction contract to minimize noise in compliance with local, state, and federal regulation.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No Impact—Most of the project work will occur in a rural area with few sensitive noise receptors in the surrounding area. However, Caltrans will implement measures to reduce potential noise impacts to nearby residences, particularly those within 50 to 75 feet from the edge of State Route 140 in the last mile of the project length (post miles 21.0 to 22.1). Temporary noise impacts from construction activities will be minimized in accordance with Caltrans Standard Specifications Section 14-8.02, which mandates compliance with all applicable local, state, and federal noise regulations. The contract will also include a requirement to fit all equipment with adequate mufflers or sound-control devices according to manufacturer specifications. As directed by Caltrans, the contractor will also implement appropriate noise minimization measures, including changing the location of stationary equipment, turning off idling equipment, rescheduling construction activity as necessary, notifying residents in advance of construction work, and installing acoustic barriers around stationary noise sources.

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?

No Impact—The project is not located within two miles of an airport or within an area with an applicable airport land use plan.

2.1.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

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)?

No Impact—Because the project involves only minor improvements and rehabilitation of existing infrastructure—such as pavement overlay, culvert repair, guardrail and dike replacements—and Americans with Disabilities Act ramp installation, it is not anticipated that this work will have any substantial impact on local population growth.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—This project would not involve any acquisition of housing or displacement of residents because the work involves only improvements to existing infrastructure.

2.1.15 Public Services

CEQA Significance Determinations for Public Services

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:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact—The proposed work would not significantly impede or impact public services in the project area. Construction area signage would be posted to alert the public in advance of any lane closures, and one-way traffic control would be used to avoid full road closures. Emergency service providers such as firefighters and police would also be notified in advance of Caltrans traffic control plans to ensure they can plan routes and avoid interruption of their response time.

2.1.16 Recreation

CEQA Significance Determinations for Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact—The project is not anticipated to significantly affect demand for or use of recreational facilities in the surrounding area because the proposed work would make only minor improvements to existing infrastructure.

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?

No Impact—Because this project does not include construction or expansion of recreational facilities, it is not anticipated that the proposed work would have impacts on the environment in this regard.

2.1.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact—The project would provide a pavement overlay throughout the project length, rehabilitate several cross culverts, and replace the roadway structural section at two locations to fix sinkholes on State Route 140 at post miles 15.60 and 21.38. Conflicts with applicable traffic plans would be minimized because the road will be kept open to traffic at all times through one-way traffic control.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact—Because the proposed work would involve only a pavement overlay and other minor improvements to existing infrastructure, the project would not increase capacity and is not anticipated to affect highway use patterns or increase Vehicle Miles Traveled.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact—The project would not introduce hazardous geometric design features or incompatible uses because the scope involves rehabilitation and improvements to existing infrastructure.

d) Result in inadequate emergency access?

No Impact—No significant impacts to emergency access are anticipated because the work will be performed with one-way traffic control, permitting access through the area with minimal interruption. Furthermore, emergency service providers will be notified in advance of the project traffic control plans to ensure minimal interference with emergency access.

2.1.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact—Native American consultation was performed with the North Fork Mono Tribe, North Fork Rancheria of Mono Indians of California, Southern Sierra Miwuk Nation, and Picayune Rancheria of the Chukchansi Indians to ensure communication about proposed activities and any potential concerns. However, no substantial adverse changes are anticipated to any protected cultural resources in the project area. The inclusion of an Environmentally Sensitive Area Action Plan and monitoring requirements to protect the archaeological resources in the area is anticipated to prevent any adverse impacts to tribal cultural resources.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact—None of the three archaeological sites identified in the project area are expected to be adversely affected by the proposed work. Where sensitive archaeological sites have been identified, protective environmentally sensitive area fencing will be erected to prevent intrusion on-site, and archaeological monitors will be present during construction to ensure work in these locations is kept on the paved way. Tribal consultation has been conducted to ensure open communication about potential issues or concerns regarding tribal cultural resources.

2.1.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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 or relocation of which could cause significant environmental effects?

No Impact—The project would improve and replace multiple culverts and dikes through the project length. This would not cause significant environmental effects because the project will take place mostly within paved areas or previously disturbed ground.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact—The proposed dikes, culverts, and other drainage features in the project area will not require external water for their operation, installation, or rehabilitation. Therefore, the proposed project will not require the use of water outside of existing entitlements.

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?

No Impact—The project is not anticipated to increase demand for wastewater treatment because no new facilities are being installed that would produce additional wastewater beyond existing commitments.

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?

No Impact—No solid waste in excess of state or local standards or infrastructure capacity is anticipated as a result of this project, and Caltrans best management practices for waste management will be included in the construction contract.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact—The project would comply with all applicable laws and regulations regarding solid waste because Caltrans best management practices will be applied to guide all waste management.

2.1.20 Wildfire

CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact—Because emergency service providers will be consulted with Caltrans traffic control plans in advance of construction to ensure minimal interruption to emergency response or evacuation, the proposed work is not anticipated to significantly impair any adopted emergency plans.

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?

No Impact—Because the project scope includes work mostly on the roadway or roadway-adjacent drainage features, the proposed work is not anticipated to pose a significant wildfire risk. Caltrans best management practices will be implemented to minimize the risk of fires starting or spreading.

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?

No Impact—The project would not involve installation of new fuel breaks, emergency water sources, or utilities. The work involves a pavement overlay over existing roads, but this overlay work would not significantly exacerbate fire risk. Caltrans best management practices would include measures to avoid fire risk at the construction site.

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?

No Impact—Ground disturbance will be minimal for this project because most of the proposed work will be done in paved areas or previously disturbed soil. Negative impacts to runoff, drainage, or slope stability are not anticipated because the project will repair damaged culverts, replace dikes, and improve drainage for the preservation of the roadway and the surrounding slopes.

2.1.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially 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?

Less Than Significant Impact—With the Caltrans best management practices, standard specifications, and other avoidance and minimization measures included, the proposed project is unlikely to substantially impact the environment. The small scope and immediate benefits of the project, along with the aforementioned protective measures, reduce potential environmental impacts to insignificant levels.

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.)

No Impact—No cumulatively considerable impacts were identified for this project because the scope of work is to improve, rehabilitate, and replace existing infrastructure with no discernable additive effect to future projects.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact—The project would not have substantial adverse effects on human beings. All impacts would be minimized to insignificance so that they would not significantly impact the environment or people in the surrounding area.

Appendix A Avoidance, Minimization, and/or Mitigation Measures

To ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the listed commitments are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation, maintenance, and monitoring will take place, as applicable.

Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included.

General

Environmental reevaluation will be required if the scope of the project changes to include additional areas or activities, or if previously unknown sensitive resources are discovered.

Biological Resources

Avoidance and Minimization Measure 1: Pre-construction Environmental Awareness Training

An employee education program will be implemented. Contractors will retain a qualified biologist (familiar with the resources to be protected) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel prior to beginning work on the project site for the first time.

The program will consist of a brief presentation by persons knowledgeable in the biology and natural history of the regulated species or habitats and legislative protection to explain concerns to contractors, their employees, and/or agency personnel who will enter the project site during construction activities. The program should include the following: A description of the regulated species/habitats and their ecological requirements and/or importance, an explanation of the status of the regulated species/habitat and its protection under existing regulatory framework, and a list of measures being taken to reduce impacts to the regulated species/habitat during project construction and implementation. A fact sheet conveying this information should be prepared for distribution to the previously referenced people and anyone else who may enter the project site. Proof of this instruction will be

submitted to the project proponent, and other overseeing agencies as appropriate.

Avoidance and Minimization Measure 2: Establish Environmentally Sensitive Areas

Additional direct and indirect impacts to sensitive biological resources throughout the project area will be avoided or minimized by designating these features outside of the construction impact area as “environmentally sensitive areas” on project plans and in project specifications. Environmentally sensitive area information will be shown on contract plans and discussed in the Special Provisions. These provisions may include, but are not necessarily limited to, the use of temporary orange fencing to identify the proposed limit of work in areas adjacent to sensitive resources or to locate and exclude sensitive resources from potential construction impacts. Contractor encroachment into environmentally sensitive areas will be prohibited (including the staging/operation of heavy equipment or casting of excavated materials). Environmentally sensitive area provisions will be implemented as a first order of work and remain in place until all construction activities are complete.

Avoidance and Minimization Measure 3: Limited Operation Period

Work on the culverts will be performed when the channel is in a dry or low-flow condition (typically July 1 to October 31).

Avoidance and Minimization Measure 4: Containment Measures and Construction Site Best Management Practices

The contractor will implement measures to contain construction-related material in manageable locations and prevent debris from entering surface waters during in-water work and for construction operations outside of receiving waters.

Best management practices used for erosion control will be implemented and in place prior to, during, and after construction to ensure that no silt or sediment enters receiving waters. Areas where a disturbance of soil has occurred will be stabilized appropriately and approved by the Central Valley Regional Water Quality Control Board prior to filing the Notice of Termination. Best management practices options and the selected measures used, which relate to in-water work, will be considered, evaluated, and dependent on factors such as field conditions, changes to construction strategies, and regulatory requirements in order to protect the beneficial uses of receiving waters. The project design team may specify best management practices to be used during construction in addition to, or in place of, other temporary measures selected by the contractor.

Compliance with all construction site best management practices, specified in the approved Water Pollution Control Program and any other permit conditions, is mandatory to minimize the introduction of construction-related

contaminants and sediment to receiving waters. To achieve this and reduce the potential for discharge, the contractor will follow all applicable guidelines and requirements in the 2018 Caltrans Standard Specifications Section 13 (Water Pollution Control) including review and implementation of approved measures from the Caltrans Construction Site Best Management Practices Manual. Project-specific best management practices will address (among other things) soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-storm water management, and waste management practices and will be based on the best conventional and best available technology. Caltrans staff and the contractor will perform routine inspections of the construction area to verify that field best management practices are properly implemented, maintained, and operating effectively and as designed. The selected best management practices and avoidance and minimization measures must meet the standards and objectives to minimize water pollution impacts set forth in the 2018 Caltrans Standard Specifications.

Avoidance and Minimization Measure 5: Limit Vegetation Removal

Clearing of herbaceous vegetation and/or trimming of woody vegetation may be required at some locations for culvert maintenance activities. Vegetation removal will be limited to the absolute minimum amount required for construction, in accordance with Caltrans May 2017 Construction Site Best Management Practices Manual (SS-2 Preservation of Existing Vegetation). It is highly recommended that vegetation removal activities, including tree trimming, occurs during the non-nesting season for migratory birds and raptors and during the non-maternity season for tree-roosting bat species (October 1 to January 31) to avoid conflicts with active nests and bat maternity roosts.

Avoidance and Minimization Measure 6: Restore or Revegetate Temporarily Affected Areas On-site

Disturbed areas within the construction limits will be graded to minimize surface erosion and siltation into receiving waters. Disturbed areas will be re-contoured to as close to pre-project condition as possible and will be stabilized as soon as feasible (and no later than October 15 of each construction season) and seeded with appropriate native vegetation in accordance with Caltrans 2018 Caltrans Standard Specifications Sections 20 (Landscape) and 21 (Erosion Control) and Caltrans March 2013 Construction Site Best Management Practices Manual (SS-4 Hydroseeding).

Avoidance and Minimization Measure 7: Vehicle and Equipment Cleaning

Vehicle and equipment cleaning will be performed in accordance with the Caltrans May 2017 Construction Site Best Management Practices Manual (NS-8 – Vehicle and Equipment Cleaning) to minimize or eliminate the discharge of pollutants and potentially invasive plant materials.

Avoidance and Minimization Measure 8: Equipment Staging in Weed-Free Areas

Staging and storage of equipment should be done only in areas free of infestations of noxious and/or highly invasive weeds. If feasible, any infestations identified during reconstruction surveys would be mechanically removed or would be designated as excluded from contractor's use.

Avoidance and Minimization Measure 9: Weed-Free Erosion Control and Revegetation Treatments

To further minimize the risk of introducing additional non-native species into the area, only locally adapted plant species appropriate for the project area will be used in any erosion control or revegetation seed mix or stock. Seed used in hydroseed must be in accordance with Caltrans 2018 Caltrans Standard Specifications Section 21-2.02F (Erosion Control – Seed), and the seed mix palette will be determined by the Caltrans Landscape Architect and Caltrans Biologist. Any imported topsoil will be free of noxious weed seeds and weeds per Caltrans 2018 Caltrans Standard Specifications Section 21-2.02C (Landscape – Topsoil). No dry-farmed straw will be used, in accordance with Caltrans 2018 Caltrans Standard Specifications Section 21-2.02 (Erosion Control – Straw).

Avoidance and Minimization Measure 10A: Pre-Construction Surveys for Foothill Yellow-Legged Frog and Western Pond Turtle

The qualifications of any proposed biological monitor(s) will be presented to the California Department of Fish and Wildlife for review and written approval at least 2 weeks prior to conducting project activities at the project site.

No more than 24 hours prior to any ground disturbance in a given location, preconstruction surveys will be conducted by a qualified biologist for the foothill yellow-legged frog and western pond turtle using agency-approved survey protocols. These surveys will consist of walking surveys of the project limits and accessible adjacent areas within at least 50 feet of the project limits. The biologist(s) will investigate all potential foothill yellow-legged frog and western pond turtle cover sites. This includes thorough investigation of mammal burrows, appropriately sized soil cracks, and debris. The California Department of Fish and Wildlife would be contacted within 24 hours if a foothill yellow-legged frog is detected during construction stage surveys. Native non-Federal Endangered Species Act- and non-California Endangered Species Act-listed vertebrates found in the cover sites will be documented and, if appropriate, relocated to an adequate cover site in the biological study area vicinity. The entrances and other refuge features within the project limits will be collapsed or removed following investigation and clearance.

Avoidance and Minimization Measure 10B: Pre-Construction Surveys for Migratory Birds and Raptors

If woody vegetation removal, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (February 1 to September 30), a focused survey for active nests of such birds will be conducted by a qualified biologist within 15 days prior to the beginning of project-related activities. If active nests are found during pre-construction surveys, appropriate work buffers will be implemented and Caltrans will consult with the U.S. Department of Fish and Wildlife regarding appropriate additional actions to comply with the Migratory Bird Treaty Act of 1918 and with California Department of Fish and Wildlife to comply with the Fish and Game Code of California.

If a lapse in project work of 15 days or longer occurs, another survey and, if required, consultation with the U.S. Department of Fish and Wildlife and California Department of Fish and Wildlife will be required before the work can be reinitiated. If contractors perform woody vegetation removal or other construction activities within nesting habitat between September 2 and February 14, then no measures for migratory bird avoidance are required.

Avoidance and Minimization Measure 11A: Construction Site Biological Monitoring for Foothill Yellow-Legged Frog and Western Pond Turtle

An agency-approved biologist will be present during all construction-related activities that may affect the foothill yellow-legged frog and western pond turtle, or their habitat, where it is deemed necessary.

The approved biologist will have the authority to halt work through coordination with the Resident Engineer or on-site project manager in the event that a foothill yellow-legged frog or western pond turtle is observed on the project footprint. The Resident Engineer or on-site project manager will ensure construction activities remain suspended in any area where the biologist has determined that take of the foothill yellow-legged frog or western pond turtle could occur. Work will resume once the animal leaves the site of its own volition, once it is determined that the species is not being harassed by or in danger due to construction activities. The California Department of Fish and Wildlife would be contacted within 24 hours if a foothill yellow-legged frog is detected during construction stage surveys.

To prevent inadvertent entrapment of a foothill yellow-legged frog or western pond turtle during construction, all excavated, steep-walled holes or trenches more than 6 inches deep will be covered at the end of each working day with plywood or similar material. At the beginning of each working day and before such holes or trenches are filled, they will be thoroughly inspected for trapped animals. If at any time a trapped California Endangered Species Act-listed animal is discovered, the approved biologist or an on-site designee identified by the approved biologist, will immediately place escape ramps or other appropriate structures to allow the animal to escape, and the California

Department of Fish and Wildlife will be contacted within 24 hours for further guidance.

Avoidance and Minimization Measure 11B: Construction Site Biological Monitoring for Migratory Birds and Raptors

A qualified biologist will be present during all construction-related activities that may affect nesting migratory birds and/or raptors.

The approved biologist will have the authority to halt work through coordination with the Resident Engineer or on-site project manager in the event that nesting migratory birds or raptors are observed on the project footprint. The Resident Engineer or on-site project manager will ensure construction activities remain suspended in any area where the biologist has determined that take of the migratory birds or raptors could occur. If active nests are found during construction monitoring surveys, appropriate work stoppage buffers will be implemented (300 feet for raptors and 100 feet for other migratory birds) and Caltrans will consult with the U.S. Fish and Wildlife Service regarding appropriate additional actions to comply with the Migratory Bird Treaty Act of 1918 and with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California. Work will resume once the qualified biologist, in coordination with the U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife, has determined the nest is no longer in use or once it is determined that the nesting activity is not in conflict with construction activities.

Avoidance and Minimization Measure 12: Construction Site Best Practices

During construction operations, stockpiling of construction materials, portable equipment, vehicles, and supplies will be restricted to the designated construction staging areas and all operations will be confined to the minimal area necessary.

Project-related vehicle traffic will be restricted to established roads and construction areas. Access roads will be constructed to the minimum amount necessary. Project vehicles will observe a 20-mile-per-hour speed limit while in the action area. Dust control measures will be implemented if necessary.

Plastic mono-filament netting (erosion control matting) or similar material will not be used at the project site. Acceptable substitutes include coconut coir matting or tackified hydro-seeding compounds.

Use of rodenticides and herbicides, including fumigation, poison bait, or other means of poisoning nuisance animals in project areas will be restricted.

All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.

No firearms will be allowed on the project site.

No pets, such as dogs or cats, should be permitted on the project site.

Cultural Resources

Avoidance and Minimization Measure 13: Environmentally Sensitive Areas for Archaeological Resources

Placement of the environmentally sensitive area boundaries within the area of potential effect would be included on the project plans, and their delineation would be called out in the order of work prior to the start of construction activities. Each area would be designated on the project plans as an "Environmentally Sensitive Area." If the environmentally sensitive area boundary is breached, all work within 60 feet of the boundary must stop, the area must be secured, and the Engineer must be notified.

Orange high-visibility fencing will be placed at the boundaries of the three environmentally sensitive areas to delineate no-work areas where no entry or construction will be allowed unless authorized. Project work, personnel, equipment, and staging will be restricted to the paved areas at these locations. In addition, a vertical environmentally sensitive area will also be established, which will limit any excavation to a maximum of 6 inches below the existing pavement at these three locations.

Further details regarding the location and implementation of environmentally sensitive area measures will be detailed as appropriate in an Environmentally Sensitive Area Action Plan.

Avoidance and Minimization Measure 14: Construction Site Archaeological Monitoring

Archaeological and Native American monitoring would be required for all proposed ground-disturbing project work within the three areas with potential to encounter sensitive archaeological resources. All monitoring during construction activities within these monitoring areas would be conducted by a Caltrans professionally qualified staff archaeologist or qualified consultant archaeologist. The archaeologist will coordinate with the appropriate District Native American Coordinator, the Resident Engineer, and the Environmental Construction Liaison to schedule monitoring prior to construction and ensure monitors are on-site during construction.

The archaeological monitor would have the authority to temporarily halt construction operations within 60 feet of significant or potentially significant cultural resources that are exposed or adversely affected by construction operations. In this event, the designated monitor would be responsible for immediately informing the responsible Caltrans archaeologist and Resident Engineer. The contractor should not resume work within 60 feet of affected

resources until a qualified Caltrans archaeologist assesses the significance of the discovery or damage and the contractor is authorized to resume work.

Visual Resources

Avoidance and Minimization Measure 15: Scenic Corridor Protection

To lessen the visual incongruity and reflective flare of new galvanized guardrails along this rural and scenic route, all new galvanized guardrails will be treated with a brown stain to visually blend the new guardrail with the surrounding landscape.

In addition, the guardrail at the bridge approaches should be treated with an aesthetic enhancement. An effort should be made by the Project Development Team to investigate the feasibility of the use of steel-backed timber guardrail in this project. An estimated cost for the brown stain on galvanized guardrails and steel-backed timber guardrail will be provided to the Project Engineer and identified in the Project Report cost estimate.

List of Technical Studies

Air Quality Report

Noise Study Report

Water Quality Compliance Memo

Natural Environment Study – Minimal Impacts

- U.S. Fish and Wildlife Service Species List
- California Native Plant Society Species List
- California Natural Diversity Database Species List
- National Oceanic and Atmospheric Administration Species List

Historical Property Survey Report

- Archaeological Survey Report
- Environmentally Sensitive Area Action Plan

Hazardous Waste Reports

- Initial Site Assessment

Scenic Resource Evaluation Visual Assessment

Climate Change Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address: District10PublicAffairs@dot.ca.gov

Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state and zip code).