

Amador Sand House Rehabilitation

At Three Maintenance Stations Along State Route 88

10-AMA-88 PM 46.5, 54.0, 60.1

Project ID 1018000111/EA 10-1J310

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

December 2020



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Amador County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document are available for review at the following locations: the Caltrans District 10 Office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California, 95205; the Amador County Library, 530 Sutter Street, Jackson, California, 95642; the Lone Branch Library, 25 East Main Street, Lone, California, 95640. Volume 1 of this document can be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-10>. If you prefer that a hard copy or CD of the document be sent to your home, please email C. Scott Guidi, Senior Environmental Planner, at scott.guidi@dot.ca.gov.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: C. Scott Guidi, Senior Environmental Planner, Central Region Environmental, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205. Submit comments via email to: Scott.guidi@dot.ca.gov.
- Submit comments by the deadline: July 12, 2021

What happens next:

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 construct all or part of the project.

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For individuals with sensory disabilities, this document can be made 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: C. Scott Guidi, Senior Environmental Planner, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205; (209) 479-1839 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Rehabilitate sand houses at 3 locations
along State Route 88 in Amador 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
CEQA Lead Agency

12/13/2020

Date

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DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number:

District-County-Route-Post Mile: 10-AMA-88 PM 46.5, 54.0, 60.1

EA/Project Identification: 10-1J310/1018000111

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate sand houses (storage structures for sand and salt used by maintenance crews on winter roadways) at three locations on State Route 88 in Amador County. Project work would rehabilitate the deteriorated walls, supporting structures, and roofing of the structures.

Determination

An Initial Study has been prepared by Caltrans. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures 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; Biological Resources; Cultural Resources; Energy; Geology and Soils; 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; and Wildfire.

The project would have a less than significant effect on Greenhouse Gas Emissions and Hazards and Hazardous Materials.

Philip Vallejo
Environmental Office Chief, North
Central Region Environmental
California Department of Transportation

Date

Table of Contents

DRAFT Proposed Negative Declaration	iii
Chapter 1 Proposed Project	1
1.1 Introduction.....	1
1.2 Purpose and Need.....	3
1.2.1 Purpose.....	3
1.2.2 Need	3
1.3 Project Description.....	3
1.4 Project Alternatives	4
1.4.1 Build Alternative	4
1.4.2 No-Build (No-Action) Alternative	4
1.5 Standard Measures and Best Management Practices Included in All Alternatives.....	4
1.6 Discussion of the NEPA Categorical Exclusion	5
1.7 Permits and Approvals Needed	6
Chapter 2 CEQA Evaluation	7
2.1 CEQA Environmental Checklist	7
2.1.1 Aesthetics	7
2.1.2 Agriculture and Forest Resources.....	8
2.1.3 Air Quality	9
2.1.4 Biological Resources.....	9
2.1.5 Cultural Resources.....	10
2.1.6 Energy.....	11
2.1.7 Geology and Soils	11
2.1.8 Greenhouse Gas Emissions	12
2.1.9 Hazards and Hazardous Materials	13
2.1.10 Hydrology and Water Quality	16
2.1.11 Land Use and Planning.....	17
2.1.12 Mineral Resources	17
2.1.13 Noise.....	17
2.1.14 Population and Housing.....	18
2.1.15 Public Services	18
2.1.16 Recreation	19
2.1.17 Transportation.....	19
2.1.18 Tribal Cultural Resources	20
2.1.19 Utilities and Service Systems.....	20
2.1.20 Wildfire	21
2.1.21 Mandatory Findings of Significance	22
Appendix A Title VI Policy Statement	23
Appendix B Avoidance, Minimization, and/or Mitigation Measures.....	25

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (known as CEQA). The U.S. Forest Service is the lead agency under the National Environmental Policy Act (known as NEPA). This project is funded under Caltrans' Minor A program and has a federal nexus.

The proposed project would rehabilitate three Caltrans sand house structures in forested rural areas along State Route 88 in Amador County. See Figures 1-1 and 1-2 for project vicinity and location maps. The three sand house structures, which store sand and salt used by maintenance crews, are older buildings that are deteriorating with age; each is similarly constructed with concrete walls and metal siding. Project work includes rehabilitating the deteriorated walls, supporting structures, and roofing for the following sand houses:

- Mud Springs Sand House at post mile 46.5
- Peddler Hill Sand House at post mile 54.0
- Milt's Place Sand House at post mile 60.1

The Mud Springs and Milt's Place Sand Houses are stand-alone structures, while the Peddler Hill Sand House is located within the Peddler Hill Maintenance Station, which operates with 12 existing buildings, including crew, storage, equipment, and generator buildings, and a fuel canopy.

During the winter season, salt and sand are stored in bulk inside the sand houses. The sand house structures are fully enclosed except for a single main opening used by maintenance crews to load and unload salt and sand to and from trucks for winter maintenance operations. The salt and sand are spread on the road's surface to keep motorists safe from icy or snowy road conditions.

The sand houses listed above have been exposed to harsh winter elements, resulting in deterioration of the structures. Their concrete walls show extensive damage and exposed reinforcement bars. The supporting structures, interior paint, and roofing have also deteriorated.

Figure 1-1 Project Vicinity Map

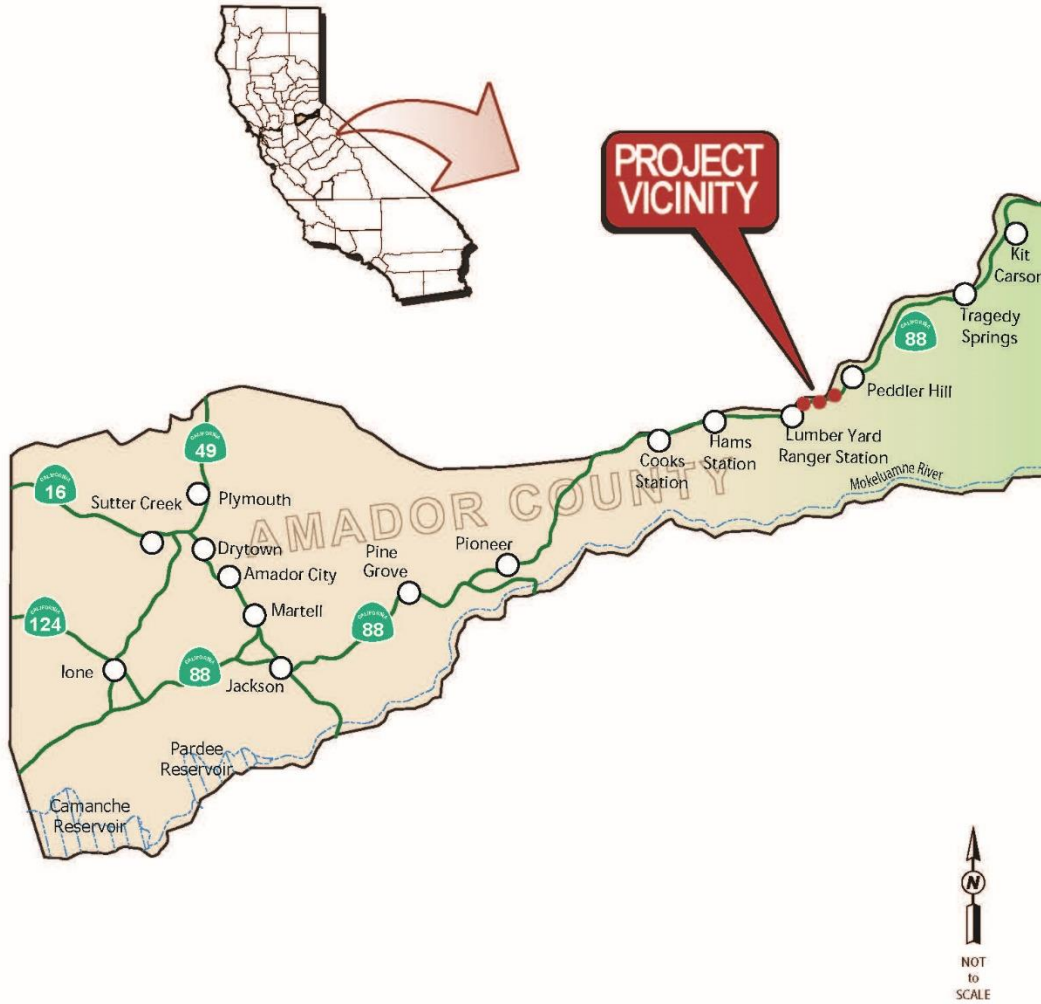
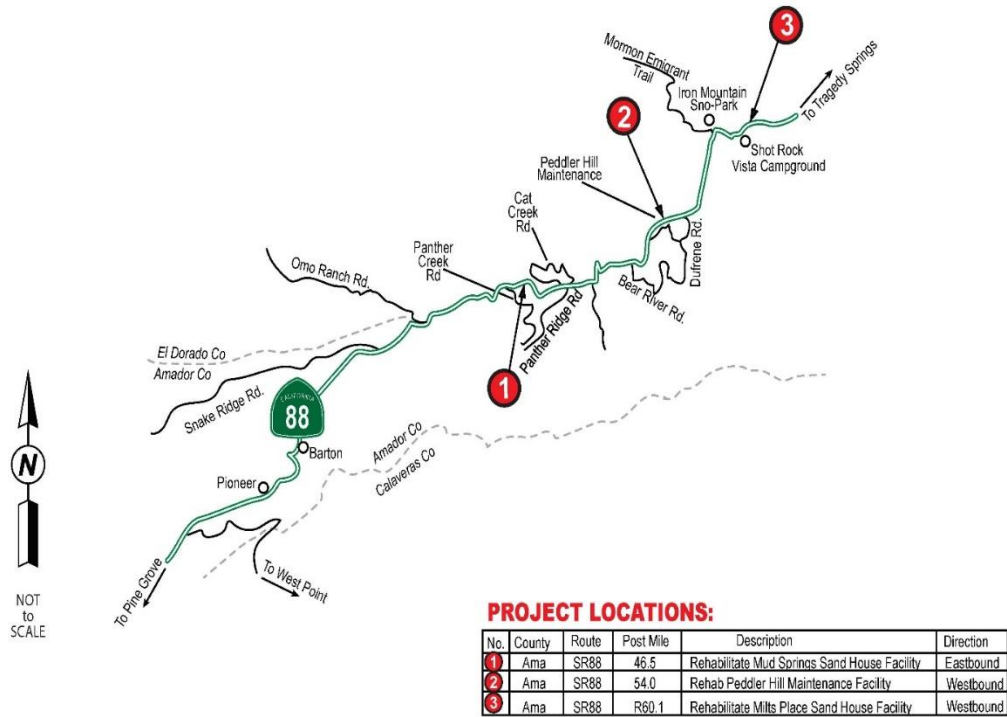


Figure 1-2 Project Location Map



1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to rehabilitate sand house structures to improve the service life of the buildings and provide secured storage structures.

1.2.2 Need

The project is needed to restore the integrity of the sand house structures and to meet current building code standards.

1.3 Project Description

Caltrans proposes to rehabilitate sand houses at three locations on State Route 88 in Amador County. Project work includes rehabilitating the deteriorated walls and supporting structures and fixing the roofing. Under

consideration are one build alternative and a no-build (no-action) alternative. If no action is taken and the project is not built, the sand houses would remain in their current deteriorating condition.

1.4 Project Alternatives

This section describes the proposed project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. Under consideration for the project are a build alternative and a no-build alternative.

1.4.1 Build Alternative

The build alternative would rehabilitate three sand houses: Mud Springs, Peddler Hill, and Milt's Place. Project work includes rehabilitating the deteriorated walls, supporting structures, and roofing.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under "Standard Measures and Best Management Practices Included in All Alternatives."

1.4.2 No-Build (No-Action) Alternative

Under the no-build alternative, the three existing sand house structures would remain as they are and would continue to deteriorate.

1.5 Standard Measures and Best Management Practices Included in All Alternatives

AQ 1—Caltrans Standard Specifications Section 14-9.02, Air Pollution Control

AQ 2—Caltrans Standard Specifications Section 10-5, Dust Control

BIO 1—Caltrans Standard Special Provision 14-6.03B, Bird Protection

BIO 2—A preconstruction survey for migratory birds and raptors will be required no more than 14 days prior to construction, if construction activities occur within the migratory nesting season (February 1 to September 30). If migratory birds or raptors are observed nesting adjacent to any work during construction activities, Environmentally Sensitive Area buffers will be required. This would be determined by a qualified biologist.

GHG 1—Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

GHG 2—Schedule truck trips outside of peak morning and evening commute hours.

GHG 3—Maintain equipment in proper tune and working condition.

GHG 4—Right size equipment for the job.

GHG 5—Use equipment with new technologies where feasible.

HW 1—Caltrans Standard Special Provision pertaining to Earth Material Containing Lead, 7-1.02K(6)(j)(iii), shall be added to the construction contract. A lead compliance plan is required.

HW 2—A survey for Asbestos-Containing Material is required prior to building rehabilitation.

HW 3—A project-specific Lead-Based Paint survey would be required prior to any rehabilitation activities.

NQ 1—Caltrans Standard Special Provision 14-8.02, Noise Control.

NQ 2—All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

NQ 3—Use construction methods and equipment that will provide the lowest level of noise and ground vibration impact, such as alternative low-pile installation methods.

NQ 4—Turn off idling equipment when not in use.

WQ 1—Caltrans Standard Specifications Section 13-1, Water Pollution Control, will be added to the construction contract. The contractor must abide by best management practices and address all potential water quality impacts that may occur during construction.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, would be prepared by Caltrans and reviewed by the U.S. Forest Service (the NEPA lead agency) in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA,

this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

No permits are required for the project.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Potentially Significant 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 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 (BMPs) 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.

“No Impact” determinations in each section are based on the scope, description, and location of the project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information included in the Scenic Resource Evaluation dated August 20, 2019, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or	No Impact

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?	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 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.

Considering the information included in the Amador County General Plan and Caltrans Geographic Information System Library, and that the project would take place entirely within the footprint of three existing Caltrans maintenance structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

c) Conflict with existing zoning, 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
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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

2.1.3 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.

Considering the information included in the Air Quality Memorandum dated April 8, 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
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
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information included in the No Effects Memorandum dated May 21, 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
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?	No Impact
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
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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

2.1.5 Cultural Resources

Considering the information included in the Screened Undertaking Memorandum dated July 30, 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering the proposed project’s scope and anticipated duration of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Regulatory Map Portal, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
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
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information included in the Climate Change and Greenhouse Gas Memorandum dated February 20, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

The three project locations are in a rural forested area of Amador County, and all work would be conducted on existing Caltrans maintenance structures. The Amador County General Plan Conservation Element addresses climate change and greenhouse gases in the project area.

Environmental Consequences

The project would not increase operational emissions. Temporary carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emission Tool. The estimated carbon dioxide emissions for the project would be 14 tons within a time period of about 65 working days.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures would be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project.

GHG 1—Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

GHG 2—Schedule truck trips outside of peak morning and evening commute hours.

GHG 3—Maintain equipment in proper tune and working condition.

GHG 4—Right size equipment for the job.

GHG 5—Use equipment with new technologies where feasible.

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Initial Site Assessment dated September 5, 2019, and Preliminary Site Investigation Report dated

December 9, 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
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
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
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?	Less Than Significant Impact
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
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

An Initial Site Assessment was completed for the project on September 5, 2019. Staff reviewed departmental records, the State Water Resources Control Board Geotracker database, and the Department of Toxic Substances Control Cortese List and EnviroStor Database. A Preliminary Site Investigation was also completed to examine asbestos-containing materials and lead-based paint.

The project would rehabilitate three existing Caltrans sand house structures in forested rural areas of Amador County. The structures are older buildings, each similarly constructed with concrete walls and metal siding. The Mud Springs and Milt's Place Sand Houses are stand-alone structures; the Peddler Hill Sand House sits within the Peddler Hill Maintenance Station, which operates with 12 existing buildings, including crew, storage, equipment, and generator buildings, and a fuel canopy.

Peddler Hill Maintenance Station is listed as an open site on the State Water Resources Board GeoTracker database, which has been compiled pursuant to Government Code 65962.5(a).

Environmental Consequences

Cortese List: Section 65962.5(a)

There is one open remediation case at the Peddler Hill Maintenance station due to an unauthorized release of diesel fuel. Extensive soil sampling has been conducted at the site and the contamination plume has been delineated. The footprint of this project is approximately 200 feet from the contaminated soil area. The scope of work for this project involves rehabilitating the sand house structure and would not require excavation; therefore, the potential to encounter contaminated soil is considered minimal and would not otherwise create a significant hazard to the public or the environment. However, because Peddler Hill Maintenance Station is a Cortese List site, there would be a less than significant impact on hazardous materials.

Aerially Deposited Lead

Through construction work or staging, there is a potential to incidentally encounter non-hazardous concentrations of aerially deposited lead while working in unpaved areas within the project limits.

Asbestos-Containing Material and Lead-Based Paint

The project would rehabilitate deteriorated walls, supporting structures, and roofing. Asbestos-containing materials are known to occur in older buildings. Based on the Preliminary Site Investigation, asbestos was detected in the Mud Springs and Milt's Place Sand Houses. Also, lead-based paint was detected at all three sand house locations. Work at the Mud Springs Sand House would include the removal of paint and repainting the inside of the structure.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures would be incorporated into the project:

HW 1—Caltrans Standard Special Provision pertaining to Earth Material Containing Lead, 7-1.02K(6)(j)(iii), shall be added to the construction contract. A lead compliance plan is required.

HW 2—A survey for Asbestos-Containing Material is required prior to building rehabilitation.

HW 3—A project-specific Lead-Based Paint survey would be required prior to any rehabilitation activities.

2.1.10 Hydrology and Water Quality

Considering the information included in the Water Compliance Memorandum dated March 15, 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
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
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
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(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
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact
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2.1.11 Land Use and Planning

Considering the information included in the Amador County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
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

2.1.12 Mineral Resources

Considering the information included in the Amador County General Plan and that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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
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

2.1.13 Noise

Considering the information included in the Noise Compliance Memorandum dated March 13, 2019, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise

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
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
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

2.1.14 Population and Housing

Considering that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
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
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question:	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	No Impact

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?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question—Would the project:	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
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

2.1.17 Transportation

Considering the information in the Amador County General Plan and that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
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
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information included in the Screened Undertaking Memorandum dated July 30, 2019, the following significance determinations have been made:

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:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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
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

2.1.19 Utilities and Service Systems

Considering that the project takes place within three existing maintenance structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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
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
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information in the California Fire Hazard Zone and Severity Map and given the project takes place within three existing maintenance structures, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
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

<p>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?</p>	<p>No Impact</p>
<p>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?</p>	<p>No Impact</p>

2.1.21 Mandatory Findings of Significance

<p>Question:</p>	<p>CEQA Significance Determinations for Mandatory Findings of Significance</p>
<p>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?</p>	<p>No Impact – The project would not have any potential to substantially degrade the quality of the environment. With standard measures incorporated, the project does not have the potential to impact biological resources or cultural resources.</p>
<p>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)?</p>	<p>No Impact – The project would take place within three existing maintenance structures and would not have impacts that are cumulatively considerable.</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>Less than Significant Impact – The project would take place within three existing maintenance structures. With standard measures incorporated, the project would have a less than significant impact on human beings, either directly or indirectly.</p>

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'Toks Omishakin'.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B Avoidance, Minimization, and/or Mitigation Measures

The project contains standard measures included as part of the project description, and project-specific avoidance and minimization measures. No compensatory mitigation measures were proposed for this project.

Avoidance, Minimization, and Mitigation Measures

AQ 1—Caltrans Standard Specifications Section 14-9.02, Air Pollution Control

AQ 2—Caltrans Standard Specifications Section 10-5, Dust Control

BIO 1—Caltrans Standard Special Provision 14-6.03B, Bird Protection

BIO 2—A preconstruction survey for migratory birds and raptors will be required no more than 14 days prior to construction, if construction activities occur within the migratory nesting season (February 1 to September 30). If migratory birds or raptors are observed nesting adjacent to any work during construction activities, Environmentally Sensitive Area buffers will be required. This would be determined by a qualified biologist.

GHG 1—Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

GHG 2—Schedule truck trips outside of peak morning and evening commute hours.

GHG 3—Maintain equipment in proper tune and working condition.

GHG 4—Right size equipment for the job.

GHG 5—Use equipment with new technologies where feasible.

HW 1—Caltrans Standard Special Provision pertaining to Earth Material Containing Lead, 7-1.02K(6)(j)(iii), shall be added to the construction contract. A lead compliance plan is required.

HW 2—A survey for Asbestos-Containing Material is required prior to building rehabilitation.

HW 3—A project-specific Lead-Based Paint survey would be required prior to any rehabilitation activities.

NQ 1—Caltrans Standard Special Provision 14-8.02, Noise Control.

NQ 2—All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

NQ 3—Use construction methods and equipment that will provide the lowest level of noise and ground vibration impact, such as alternative low-pile installation methods.

NQ 4—Turn off idling equipment when not in use.

WQ 1—Caltrans Standard Specifications Section 13-1, Water Pollution Control, will be added to the construction contract. The contractor must abide by best management practices and address all potential water quality impacts that may occur during construction.

Project-Specific Avoidance and Minimization Measures

BIO 3—If migratory birds or raptors are observed nesting on the structure of the sand houses, then no work can occur until the younglings have fledged. This shall be determined by a qualified biologist.

List of Technical Studies Bound Separately in Volume 2

Air Quality Memorandum

Biology No Effects Memorandum

Climate Change and Greenhouse Gas Memorandum

Cultural Screened Undertaking Memorandum

Hazardous Waste Reports

- Initial Site Assessment
- Preliminary Site Investigation

Noise Study Memorandum

Water Quality Memorandum

Scenic Resource Evaluation/Visual Assessment

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

C. Scott Guidi
Central Region Environmental, California Department of Transportation
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205

Or send your request via email to: scott.guidi@dot.ca.gov

Or call: (209) 479-1839

Please provide the following information in your request:

Project title: Amador Sand House Rehabilitation

General location information: At Three Maintenance Stations Along State Route 88

District number-county code-route-post mile: 10-AMA-88-Varies

Project ID number: Project ID 1018000111/EA 10-1J310