

State Route 88 Roadway Improvements

Located in Amador County on State Route 88

10-AMA-88-Post Miles 5.5 to 14.3

EA/Project ID: 10-0Q210/1017000171

State Clearinghouse Number 2021090506

Initial Study with Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

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General Information About This Document

Document prepared by: Jon Coley, Associate Environmental Planner

The Initial Study was circulated for public review and comment for 30 days from September 29, 2021 to October 29, 2021. Comments received during this period are included in Appendix B, which has been added since the draft environmental document was circulated. In the rest of this document, language has been added to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

Please contact C. Scott Guidi at 209-479-1839 or by email at Scott.Guidi@dot.ca.gov if you would like a printed version or compact disc of this document or related technical studies to be sent to you. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-10>.

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, District 10 Environmental, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; phone 209-479-1839 (Voice) or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Roadway, culvert, and guardrail improvements
along State Route 88 from post miles 5.5 to 14.3 in Amador County

**INITIAL STUDY
with Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation



James P. Henke
Environmental Office Chief, District 10
California Department of Transportation
CEQA Lead Agency

1/7/2022

Date

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2021090506

District-County-Route-Post Mile: 10-AMA-88-5.5/14.3

EA/Project Identification Number: 10-0Q210/1017000171

Project Description

The California Department of Transportation (Caltrans) will perform roadway improvements along State Route 88, between post mile 5.5 and post mile 14.3. The scope of work for the project will include cold-planing asphalt pavement and placing an overlay between post miles 5.5 and 14.3; dig-outs at spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains, and upgrading existing metal beam guardrails to the Midwest Guardrail System within the project area in Amador County.

Determination

An Initial Study was prepared by Caltrans, District 10. On the basis of this study, it is determined that the project with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

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

The project will have no significant effects on greenhouse gas emissions and hazards and hazardous materials.

On the basis of this study, it is determined that the project with the incorporation of the identified mitigation measures will not have a significant effect on biological resources for the following reasons:

- Compensatory Mitigation for Loss of Intermittent Stream—Compensatory conservation measures will be used to offset the loss of approximately 0.02 acre of intermittent streams of “other waters” of the United States, due to streambed realignment activities. This will be corrected by constructing new inlet and outlet channels to serve the replaced/relocated culvert.

- Compensatory Mitigation for Loss of Mature Riparian Trees—Compensatory conservation measures will be used to offset the loss of 0.09 acre of narrow-leaf willow canopy and up to six mature trees. Caltrans proposes one of the following mitigation methods:
 - Purchase of riparian mitigation credits
 - Implementation of an onsite re-vegetation project
 - Implementation of offsite re-vegetation project



James P. Henke
Environmental Office Chief, District 10
California Department of Transportation

1/7/2022

Date

Table of Contents

Chapter 1	Proposed Project.....	1
1.1	Introduction	1
1.2	Purpose and Need	1
1.3	Project Description	1
1.4	Project Alternatives	4
1.4.1	Build Alternative.....	4
1.4.2	No-Build (No-Action) Alternative	5
1.5	Identification of a Preferred Alternative.....	5
1.6	Standard Measures and Best Management Practices Included in All Alternatives	5
1.7	Discussion of the NEPA Categorical Exclusion.....	5
1.8	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.....	10
2.1.5	Cultural Resources.....	17
2.1.6	Energy	18
2.1.7	Geology and Soils	18
2.1.8	Greenhouse Gas Emissions.....	19
2.1.9	Hazards and Hazardous Materials.....	20
2.1.10	Hydrology and Water Quality	22
2.1.11	Land Use and Planning	23
2.1.12	Mineral Resources	23
2.1.13	Noise	23
2.1.14	Population and Housing.....	24
2.1.15	Public Services.....	24
2.1.16	Recreation	25
2.1.17	Transportation	25
2.1.18	Tribal Cultural Resources	26
2.1.19	Utilities and Service Systems	27
2.1.20	Wildfire	27
2.1.21	Mandatory Findings of Significance	28
Appendix A	Title VI Policy Statement	31
Appendix B	Comment Letters and Responses	33

Chapter 1 Proposed Project

1.1 Introduction

Amador County is about 35 miles southeast of Sacramento on the western slopes of the Sierra Nevada mountain range and is part of the historic Mother Lode region. Amador County's elevation ranges from 250 feet in the county's western foothills to a high of more than 9,000 feet. State Route 88 is one of the main east-west routes through Amador County.

This project is funded through the 2020 State Highway Operation and Protection Program, which is the State Highway System's "fix-it-first" program that funds repair and preservation, emergency repairs, safety improvements, and some operational improvements on the State Highway System.

The Department of Transportation (Caltrans) will improve the roadway segment on State Route 88 in Amador County from post miles 5.5 to 14.3. Total length of the project is 8.8 miles. See Figures 1-1 and 1-2 for the project location and vicinity maps.

1.2 Purpose and Need

The purpose of the project is to preserve and extend the service life of the existing pavement and improve its ride quality, prevent potential flooding or undermining of the roadway, and bring existing metal beam guardrails to current safety standards.

The project is needed to address the rapid and costly deterioration of the roadway surface and culverts, as well as correct the non-standard guardrails within the project area.

1.3 Project Description

Caltrans will make roadway improvements along State Route 88 between post miles 5.5 and 14.3. The scope of work for the project will include: cold-planing the asphalt pavement and placing an overlay from post miles 5.5 to 14.3; dig-outs at spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains, and upgrading existing metal beam guardrails to the Midwest Guardrail System within the project area.

Caltrans has identified three culvert replacement locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.1.

Table 1.1 Culvert Replacement Locations

Location	Post Mile	Number of Culverts
1	Post Mile 7.57	1
2	Post Mile 8.36	1
3	Post Mile 8.81	1

Caltrans has identified 10 guardrail upgrade locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.2.

Table 1.2 Guardrail Upgrade Locations

Location	Post Mile	Number of Guardrails
1	Post Mile 6.00	1
2	Post Mile 6.13	1
3	Post Mile 7.90	2
4	Post Mile 9.30	2
5	Post Mile 10.10	1
6	Post Mile 10.13	1
7	Post Mile 10.16	1
8	Post Mile 12.96	1
9	Post Mile 14.10	2
10	Post Mile 14.25	1

Caltrans has identified 11 down drain replacement locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.3.

Table 1.3 Down Drain Replacement Locations

Location	Post Mile	Number of Down Drains
1	Post Mile 6.15	1
2	Post Mile 6.30	2
3	Post Mile 6.95	2
4	Post Mile 7.30	1
5	Post Mile 7.60	2
6	Post Mile 9.00	1
7	Post Mile 9.10	1
8	Post Mile 10.0	1
9	Post Mile 12.85	2
10	Post Mile 13.05	2
11	Post Mile 13.60	1

Construction activities will be limited to the existing Caltrans right-of-way, disturbed road shoulders and pullouts, and staging areas. After completion of construction activities, temporarily disturbed areas will be restored to pre-project conditions.

Figure 1-1 Project Vicinity Map

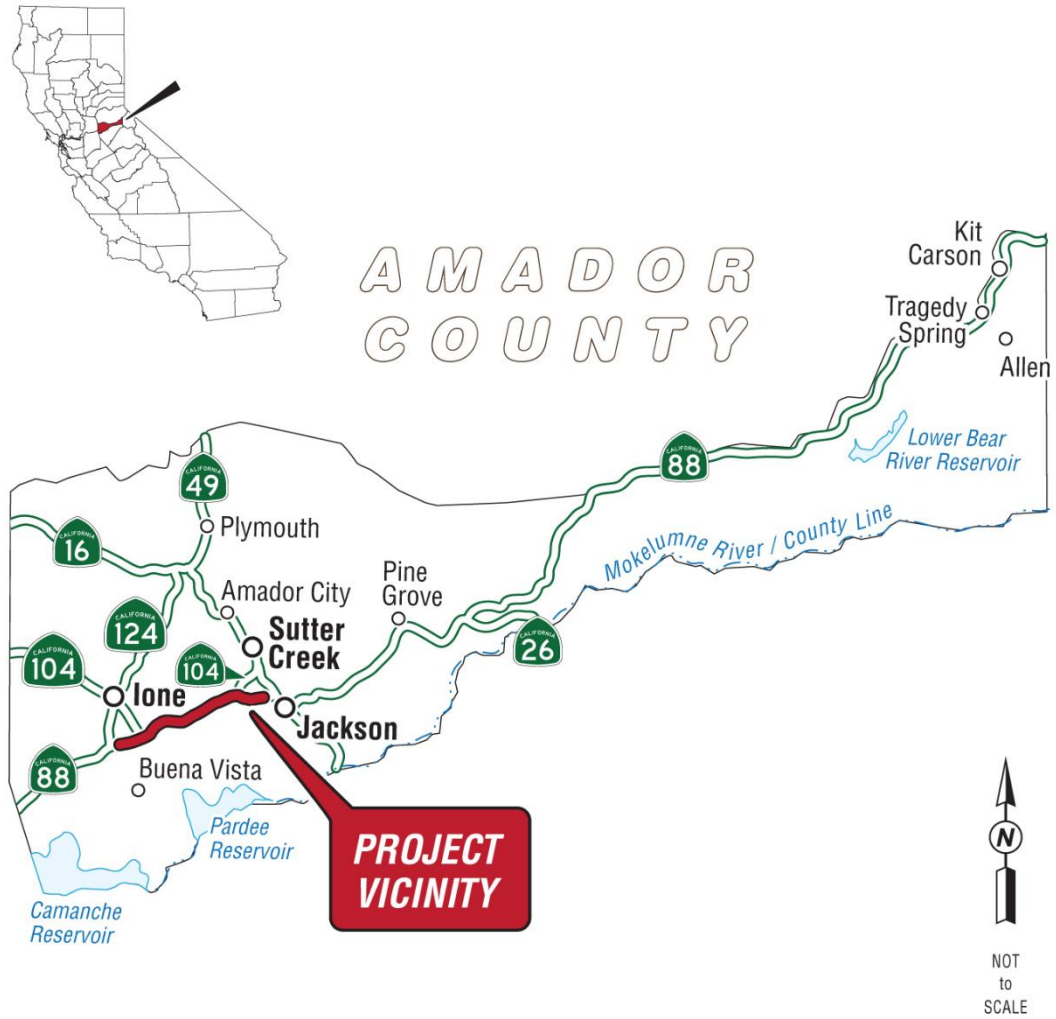
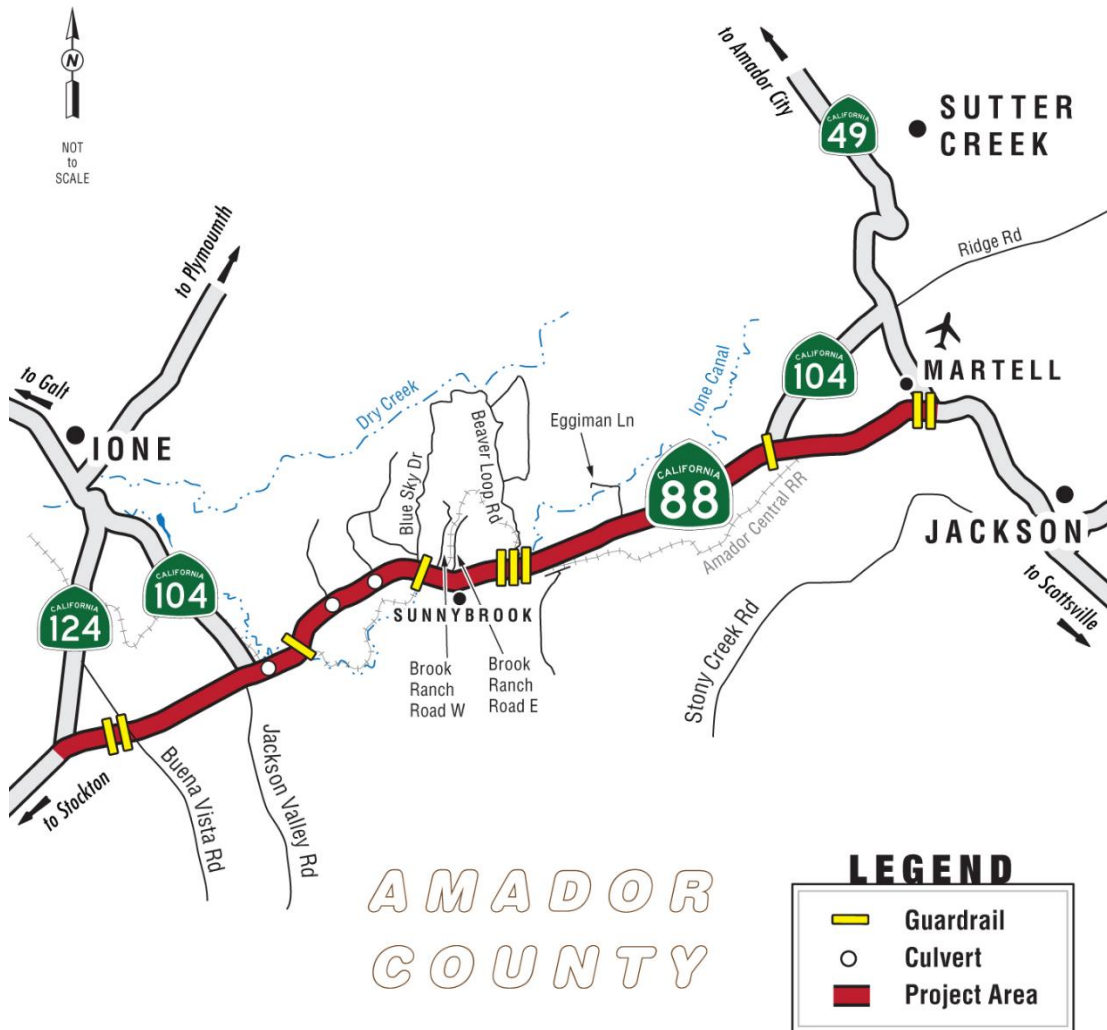


Figure 1-2 Project Location Map



1.4 Project Alternatives

1.4.1 Build Alternative

The Build Alternative will make roadway improvements along State Route 88 between post miles 5.5 and 14.3. The scope of work for the project will include: cold-planing asphalt pavement and placing an overlay from post miles 5.5 to 14.3; dig-outs at spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains; and upgrading metal beam guardrails to the Midwest Guardrail System within the project area.

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative would leave the roadway as it is. If no action is taken and the project is not built, the existing roadway, culvert, and guardrail deficiencies will not be addressed.

The following subsection has been added since the the draft environmental document was circulated.

1.5 Identification of a Preferred Alternative

The draft environmental document was circulated to the public and various agencies for review and comment from September 29, 2021 to October 29, 2021. Taking into consideration the comments received from the public and various agencies, it was recommended by the Project Development Team that the project proceed with the Build Alternative.

1.6 Standard Measures and Best Management Practices Included in All Alternatives

- Caltrans Standard Specifications Section 10-5: Dust Control
- Caltrans Standard Specification Section 13-1: Water Pollution
- Caltrans Standard Specifications Section 14-7.03: Discovery of Unanticipated Paleontological Resources
- Caltrans Standard Specifications Section 14-8: Noise Control
- Caltrans Standard Specifications Section 14-9.02: Air Pollution Control

1.7 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, has been prepared 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).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	California Department of Fish and Game, 1600 Lake or Streambed Alteration Agreement	Application for the 1600 Lake or Streambed Alteration Agreement will be obtained during the Plans, Specifications, and Estimates phase of the project.
Regional Water Quality Control Board	Regional Water Quality Control Board 401 Certification	Application for the 401 Certification will be obtained during the Plans, Specifications, and Estimates phase of the project.
U.S. Army Corps of Engineers	U.S. Army Corps of Engineers 404 Nationwide Permit	Application for the 404 Permit will be obtained during the Plans, Specifications, and Estimates phase of 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 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 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.

“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 in the Scenic Resource Evaluation/Visual Impact Memorandum dated June 1, 2021, and Community Impact Assessment Memorandum dated February 18, 2021, 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

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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
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 in the California Agricultural Land Evaluation and Site Assessment Model (1997) and information compiled by the California Department of Forestry and Fire Protection, the project location is not located in areas of agriculture or forest resources of concern, and 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

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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 in the Amador State Route 88 Roadway Improvements Air Quality Memorandum dated May 18, 2021, 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 Natural Environment Study (Minimal Impact) dated July 2, 2021, 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 National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant
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?	Less Than Significant With Mitigation Incorporated
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
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

(a) Does the project 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 National Oceanic and Atmospheric Administration Fisheries?

(b) Does the project 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?

(c) Does the project 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?

Affected Environment

Per the July 2021 Natural Environment Study (Minimal Impacts), the project has the potential for several special-status wildlife species to occur within the project area: California red-legged frog, yellow-legged frog, western pond turtle, tree-roosting bats, migratory birds, and raptors. Amador County supports many special-status plants, wildlife, and unique habitats, and the biological study area for the project supports three natural communities of concern: Lone Chapparal, Water of the U.S.: Intermittent Stream, and Waters of the State. Potential wetlands and riparian areas have also been identified within the project area.

Environmental Consequences

The project includes various construction activities that could cause impacts to biological resources in the area. These activities may include vegetation removal, grading, excavation, and culvert and fill replacement.

The project area is in habitat that is used or could be used by the California red-legged frog, yellow-legged frog, western pond turtle, tree-roosting bats, migratory birds, and raptors. The Natural Environment Study (Minimal Impacts) determined any effects to these special-status species will be less than significant with the implementation of avoidance measures BIO 1 through BIO 10, as discussed in the Avoidance, Minimization, and/or Mitigation Measure section below.

Invasive plant species were found within the project area, and ground-disturbing activities such as earthwork operations associated with culvert work are anticipated. By implementing BIO 1 through BIO 9, the project will result in no net gain or a small reduction in invasive plant species.

Guardrail Location 7 at post mile 10.16 has an existing metal beam guardrail that helps keep vehicles on State Route 88. The work at this location will replace the existing metal beam guardrail with Midwest Guardrail in the same area. A ditch behind the existing guardrail next to State Route 88 on the north side has the potential to be considered Waters of United States—Wetlands. By designating the area behind the existing metal beam guardrail as an environmentally sensitive area (BIO 1), temporary and/or permanent impacts to the Waters of the United States—Wetlands at this location will be avoided.

Culvert Location 1 at post mile 7.57 is a highway drainage culvert that carries stormwater from the north side to the south side of State Route 88. The water from this culvert flows toward an intermittent stream roughly 15 feet from the culvert outfall. The work at this location will replace the existing metal culvert with a concrete culvert using the “cut and cover” method and adding a flared end section and rock slope protection. In the cut and cover method, the roadway will be dug up around the existing culvert, the existing culvert will be removed and replaced with the new culvert, and then the new culvert will be covered with the material that was previously dug out. The flared end section will act as a transition area for the water as it comes out of the culvert pipe to improve flow capacity of the culvert. For the rock slope protection, rocks are placed on slopes with plants and soil between them to help with erosion control.

One mature interior live oak tree occurs on the south side of State Route 88 at this location and could potentially be considered part of a riparian area.

By designating the stream zone below the top of the bank and the one interior live oak tree as an environmentally sensitive area (BIO 1), temporary and/or permeant impacts to the intermittent stream and riparian areas at this location will be avoided.

Culvert Location 2 at post mile 8.36 is a highway drainage culvert that carries water from an unnamed intermittent stream from the north side to the south side of State Route 88. Work at this location will abandon and replace the existing culvert system using the “jack and bore” method and replace the culvert headwalls. The jack and bore method is a way of installing culverts or utilities without using trenches, by creating a horizontal cased-hole through the ground between two pits: a launching pit and a receiving pit. The casing pipe is jacked into the earth, while an auger is used to drill into the earth. The dirt from this is caught in the launching and receiving pits. The expected minimum size for the launching pit is 15 feet by 25 feet, and the minimum size of the receiving pit is 15 feet by 15 feet.

Temporary construction easements at this location are expected to replace the culvert with this method. The existing culvert system will be plugged and abandoned in place, with the new system installed next to and east of the current location. The intermittent stream will be redirected to flow through the new culvert location, which will require rerouting the inlet and outfall channels to conform with the new culvert. This will cause fill to go into the existing channels, expected to be about 0.02 acre or 1,028 square feet of permeant impacts to potential Waters of the United States at this location. Because the stream is intermittent, stream diversion activities may be required during construction, with a potential dewater area of about 0.02 acre or 1,028 square feet.

About 0.09 acre or 3,934 square feet of narrow-leaf willow riparian tree canopy coverage occurs within the biological study area on the north side of State Route 88, and four mature valley oak and interior live oak trees occur on the south side of State Route 88. These areas could be considered riparian areas. The project will result in a loss of 0.09 acre of narrow-leaf willow tree canopy coverage and up to four trees from the riparian zone of the stream.

These impacts to Waters of the United States and riparian habitat will be mitigated with measures BIO 11 and BIO 12.

Culvert Location 3 at post mile 8.81 is a highway drainage culvert that carries stormwater from the north side to the south side of State Route 88. The water from this culvert flows toward an intermittent stream about 45 feet from the culvert outfall. Work at this location will replace the existing metal culvert with a concrete culvert using the “cut and cover” method and adding a flared end section and rock slope protection.

Five mature interior live oak, willow, and English walnut trees occur on the south side of State Route 88. The project will result in the loss of two mature English walnut trees due to construction activities.

By designating the stream zone below the top of the bank as an environmentally sensitive area (BIO 1), temporary and/or permeant impacts to the intermittent stream will be avoided. The impacts to riparian areas will be mitigated with measure BIO 12.

The project will have no temporary impacts on Waters of the United States and Waters of the State near Culvert Locations 1 through 3 with the implementation of avoidance and minimization measures BIO 1 through BIO 5 as discussed in the Avoidance, Minimization, and/or Mitigation Measures section below. The work at Culvert Location 2 at post mile 8.36 will cause 0.02 acre of permanent loss of intermittent stream potentially qualifying as Other Waters of the United States and will be mitigated by measure BIO 11. The work at Culvert Locations 2 and 3 will result in 0.09 acre of narrow-leaf willow canopy coverage and up to six mature trees from the riparian stream zone being impacted and will be mitigated with measure BIO 12. All above impacts will be less than significant with the incorporation of avoidance, minimization, and/or mitigation measures BIO 1 through BIO 12.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and mitigation measures will be implemented to minimize the impacts on biological resources. Additional details on these measures can be found in Chapter 4 of the Natural Environment Study (Minimal Impacts).

BIO 1—Environmentally Sensitive Area Designation

All areas outside of the proposed construction footprint shall be considered environmentally sensitive areas, as well as any areas determined by a qualified biologist during project planning or preconstruction surveys to qualify for as a sensitive area. The environmentally sensitive area will be shown on contract plans and discussed in Caltrans Standard Specification and Special Provisions Section 14-1.02.

BIO 2—Designated Biologist

A qualified designated biologist(s) by either Caltrans- or contract-supplied biologist(s) shall be onsite during any construction activities that have the potential to affect sensitive biological resources. The designated biologist would monitor regulated species and habitats, ensure the construction activities do not result in unintended take of regulated species or disturbances to regulated habitats, would ensure that construction activities comply with any permits, licenses, agreements, or contracts, and would immediately notify the Caltrans Resident Engineer of any take of regulated species, disturbances to regulated habitats, or breaches of environmentally sensitive areas. Also, they would prepare, submit, and sign notifications and reports. The designated biologist(s) would comply with items discussed in Caltrans Standard Specification and Special Provisions Section 14-6.03D (1-3).

BIO 3—Containment Measures and Construction Site Best Management Practices

To contain construction-related material and prevent debris and pollutants from entering receiving waters and reduce the potential for discharge to receiving waters, the Contractor shall follow all applicable guidelines and requirements in Section 13 of the Caltrans 2018 Standard Specifications or any Special Provisions in Section 13 regarding water pollution control and general specifications for preventing, controlling and abating water pollution in streams, waterways, and other bodies of water. 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. Information regarding project-specific best management practices can be viewed in the Natural Environment Study. Also, further water pollution control information and guidance for contractors can be found in the Caltrans manuals listed in the Natural Environment Study.

Prior to construction, the Contractor would be required to submit either a Water Pollution Control Plan or a Stormwater Pollution Prevention Plan as appropriate. Caltrans would review and approve the Water Pollution Control Plan or Stormwater Pollution Prevention Plan within 7 to 15 days of contract approval. A Spill Prevention and Control Plan would be developed by the contractor as a component of the Water Pollution Control Plan or Stormwater Pollution Prevention Plan. Specific best management practices will be considered, evaluated, and dependent on factors such as field options

conditions, changes to construction strategies, and regulatory requirements in order to protect the beneficial uses of receiving waters. Best management practices options will be based on the best conventional and best available technology. Caltrans staff and the Contractor are required to perform routine inspections of the construction area to verify that field best management practices are properly implemented, maintained, and are operating effectively and as designed.

BIO 4—Limited Operation Period Stream Zone Construction Activities

It is proposed that construction activities occurring below the top of the bank of the Mokelumne River within the project biological study area shall occur between June 1 and October 15 of any construction season, unless earlier or later dates for in-channel construction activities are approved by the California Department of Fish and Wildlife, U.S. Army Corps of Engineering, and Central Valley Regional Water Quality Control Board. By requiring contractors to adhere to these dates for stream-zone construction, the project proponent will minimize project effects to receiving waters.

BIO 5—Restore and Revegetate Temporarily Disturbed Areas Onsite

All temporary fills will be completely removed from the project biological study area. 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 the pre-project condition as possible and will be stabilized as soon as feasible (and no later than October 15 of each construction season) to avoid erosion during subsequent storms and runoff. Permanent erosion control seeding will be performed at all disturbed sites by hydro-seeding over the course of the construction as each site is completed, with all sites seeded by the completion of construction activities.

BIO 6—Weed-Free Construction Equipment and Vehicles

To minimize the potential for the transport of weed propagules to the biological study area from sources outside of the project area, construction equipment and vehicles are recommended to be cleaned and washed at the contractor's facilities prior to arrival at the construction site. Any vehicle or equipment cleaning that occurs onsite during construction activities shall conform with Caltrans 2018 Standard Specifications or any Special Conditions under Section 13-4.03E(3) and NS-08 (Vehicle and Equipment Cleaning) of the Caltrans 2017 Construction Site Best Management Practices manual, which require the contractor to contain and dispose of any waste resulting from vehicle or equipment cleaning.

BIO 7—Equipment and Materials Storage, Staging, and Use in Weed-Free Areas

To minimize the potential for spreading weed propagules originating from within the project Environmental Study Limit, staging, and storage of equipment should be done in only weed-free areas. Infestations of noxious

and/or highly invasive weeds were mapped as part of the project planning effort to determine if hand, mechanical, or chemical eradication treatments are feasible, or if it is feasible to designate these areas as excluded from the contractor's use. Environmental Sensitive Area provisions Section 14-1.02 of the Caltrans 2018 Standard Specifications or Special Provisions may be used to specify areas restricted from contractor's use.

BIO 8—Weed Control During Construction

To minimize the potential for spreading weed propagules originating from within the project biological study area during the course of construction activities, including initial vegetation clearing and at onsite revegetation areas, weed control would be accomplished in accordance with Caltrans 2018 Standard Specifications or Special Provisions under Section 20-1.03C(3).

BIO 9—Weed-Free Erosion Control and Revegetation Treatments

To minimize the risk of introducing weed propagules to the biological study area from sources outside of the project area, only locally adapted plant species appropriate for the project area will be used in any erosion control or revegetation seed mix or stock. The Caltrans Biologist will consult with the Caltrans Landscape Architect to develop appropriate seed and planting palettes for use in revegetation and/or erosion control applications. Any compost, mulch, tackifier, fiber, straw, duff, topsoil, erosion control products, or seed must meet Caltrans 2018 Standard Specification or any Special Provisions under Section 21-2.02 for these materials. Any hydro-seed used for revegetation activities must also be certified weed-free as per Caltrans 2018 Standard Specifications Section 21-2.02F.

BIO 10—Caltrans 2018 Standard Specification and/or Standard Special Provision 14-6.03A (Species Protection) and/or 14-6.03B (Bird Protection)

If woody vegetation removal, structure construction, ground-disturbing activities, or other project-related activities 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 shall be conducted by a qualified biologist within 15 days prior to the beginning of project-related activities. If active nests are found, a protective no-work buffer will be established and Caltrans shall consult with the U.S. Fish and Wildlife Service regarding appropriate action 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. If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife will be required before the work can be reinitiated.

If nesting migratory birds or nesting raptors are detected by the designated biologist during the preconstruction survey, the appropriate no-work buffer will need to be established around the nest. No work will commence within the

buffer until authorization is received from the Resident Engineer. If construction or other project-related activities that may potentially cause nest destruction, nest abandonment, or forced fledging of migratory birds are necessary, monitoring of the nest site by a qualified biologist will be required to ensure that protective radii and any exclusionary devices are maintained and functioning properly.

BIO 11—Compensate for Loss of Intermittent Stream

Construction of the project is expected to result in the permanent loss of about 0.02 acre of intermittent stream potentially qualifying as “other waters” of the United States due to stream realignment activities. This loss would be offset by constructing new inlet and outfall channels to serve the replaced or relocated culvert.

BIO 12—Compensate for Loss of Mature Riparian Trees

Construction of the project would result in the loss of 0.09 acre of narrow-leaf willow canopy coverage and up to six mature trees from the riparian zone of stream segments 8.36 and 8.81. Caltrans proposes compensatory mitigation for the loss of mature riparian trees by one of the following methods:

- Purchase of riparian mitigation credits from a conservation bank whose service area includes the project biological study area.
- Implementation of an onsite revegetation project.
- Implementation of an offsite revegetation project.

In addition to the items above, Caltrans will obtain the following federal and state permits and approvals before any construction activities:

- Clean Water Act Section 401 Permit from the Central Valley Regional Water Quality Control Board
- Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers
- A California Fish and Game Code 1600 Permit: Streambed Alteration Agreement from the California Department of Fish and Wildlife

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated June 14, 2021, Historic Resource Evaluation Report dated May 17, 2021, and Archaeological Survey Report dated June 14, 2021, 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
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 information in the Amador County Energy Action Plan adopted May 26, 2015, and the 2017 Caltrans Best Management Practices Manual, 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 Paleontological Identification Report dated April 8, 2021, and review of the California Department of Conservation California Earthquake Hazards Zone Map, 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 onsite or offsite 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	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 in the Amador State Route 88 Roadway Improvements Air Quality Memorandum dated May 18, 2021, and the Climate Change/Greenhouse Gas Analysis Memorandum dated May 24, 2021, 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 project is in a rural area, with a mostly natural resources-based agricultural and tourism economy. State Route 88 is the main east-west transportation route to and through the area for both passenger and commercial vehicles. Traffic counts are low, and State Route 88 is rarely congested. The project will not add capacity or increase travel demand since the project will preserve and rehabilitate the existing roadway and will not lead to increased operational emissions.

Environmental Consequences

Greenhouse gas emissions are anticipated from the temporary construction activities during the 100-day work period. Using the CAL-CET greenhouse gas emissions model, Caltrans has estimated 429 tons of total construction-related carbon dioxide emissions throughout the project construction period. The largest percentage of pollutants generated at the project site will be windblown dust, generated during excavation, grading, hauling, and various other activities. Dust and odors from construction activities will cause occasional annoyances.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required. In compliance with Caltrans policy and Executive Order B-30-15, the project will use best management practices and standard specifications to reduce greenhouse gas emissions from the project to meet statewide and agency goals. Implementation of Caltrans standard measures and best management practices will ensure construction-related impacts are less than significant.

The project will not conflict with any applicable greenhouse gas reduction plan, policy, or regulation.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment Memorandum dated June 3, 2021, 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?	Less Than Significant 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?	No 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

The project will involve work on the existing State Route 88. This may involve potential contact with hazardous material along or nearby the paved roadways.

Environmental Consequences

There is potential to encounter non-hazardous concentrations of aerially deposited lead while working in unpaved areas near the roadway. There may also be treated wood waste and hazardous traffic striping and other pavement markings.

Avoidance, Minimization, and/or Mitigation Measures

To minimize the potential impacts from hazardous materials, a lead compliance plan will be added to the construction contract. Caltrans Standard Special Provision Section 7-1.02K(6)(j)(iii), which pertains to Earth Material Containing Lead, shall be added to the construction contract.

Caltrans Standard Special Provision 14-11.12 for pavement markings or striping and Standard Special Provision 11-11.14 for treated wood waste will also be added to the construction contract if any of these potentially hazardous materials are removed or disposed of during construction.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated March 19, 2021, and Location Hydraulic/Floodplain Analysis Memorandum dated March 18, 2021, 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 water or groundwater 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 onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite 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

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
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

2.1.11 Land Use and Planning

Considering the information in the Community Impact Assessment Memorandum dated February 18, 2021, and the Amador County General Plan adopted October 4, 2016, 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 in the Amador County General Plan adopted October 4, 2016, and the scope of this project, 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 in the Noise Compliance Study dated June 1, 2021, 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 the information in the Community Impact Assessment Memorandum dated February 18, 2021, and the scope of this project improving existing facilities, 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 the information in the Community Impact Assessment Memorandum dated February 18, 2021, and the scope of this project improving existing facilities, 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 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?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information included in the Community Impact Assessment Memorandum dated February 18, 2021, 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 Community Impact Assessment Memorandum dated February 18, 2021, 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 in the Historic Property Survey Report dated June 14, 2021, Historic Resource Evaluation Report dated May 17, 2021, and Archaeological Survey Report dated June 14, 2021, 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 Resources 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 the information in the Community Impact Assessment Memorandum dated February 18, 2021, and communications with the Caltrans project engineer, 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 stormwater 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 Wildfire Severity Analysis Memorandum dated February 18, 2021, 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

Question—Would the project:	CEQA Significance Determinations for Wildfire
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
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
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

2.1.21 Mandatory Findings of Significance

Question:	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 With Mitigation Incorporated
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
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

(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?

Affected Environment

The project will affect environmental resources in the vicinity of State Route 88 between post miles 5.5 and 14.3. However, the scope of work is limited, consisting mostly of rehabilitating the existing roadway, culverts, down drains, and guardrails. Pavement resurfacing and roadway rehabilitation will occur within the shoulders of the paved roadway. Other work will be performed in a limited footprint around existing facilities.

Environmental Consequences

The project may impact special-status species of concern, Waters of the United States, and Waters of the State, and Wetlands, but with the implementation of avoidance, minimization, and/or mitigation measures discussed in Section 2.1.4, the effects will be less than significant.

The replacement of metal beam guardrails within the project area will generate hazardous waste, but with the implementation of standard special provisions discussed in Section 2.1.9, the effects will be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of avoidance, minimization, and mitigation measures, the project will have a less than significant impact on the environment. All other impacts will be minimized through the implementation of Caltrans best management practices, standard specifications, and standard special provisions. Therefore, the project will not have a significant cumulatively considerable impact on human beings or the environment.

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.

August 2020

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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/civil-rights/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 Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

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

Appendix B Comment Letters and Responses

This appendix contains the comments received during the public circulation and comment period from September 29, 2021 to October 29, 2021, retyped for readability (the comments have been typed verbatim and therefore may contain abbreviations, acronyms, grammar errors, and symbols used by the commenter). A Caltrans response follows each comment presented (if the response comes within the comment letter itself—as occurs in the first comment letter shown in this appendix—two slashes [//] are used to indicate where the response begins and ends within the letter format). Copies of the original comment letters and documents can be found in Volume 2 of this document.

On September 29, 2021, a Notice of Intent to Adopt a Mitigated Negative Declaration appeared in two local newspapers: *The Calaveras Enterprise* and *The Ledger Dispatch*. The notice announced the proposed project and informed the public that the draft environmental document was available for review and comment. The notice explained where to obtain the document and noted the deadline for comments.

Comment from Ian Boyd—California Department of Fish and Wildlife

From: Boyd, Ian@Wildlife <Ian.Boyd@Wildlife.ca.gov>
Sent: Friday, October 29, 2021 1:48 PM
To: Guidi, Scott@DOT <Scott.Guidi@dot.ca.gov>
Cc: Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>; Ralston, Ian@Wildlife <Ian.Ralston@Wildlife.ca.gov>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Subject: Caltrans 10-0Q210 State Route 88 Roadway Improvements_CDFW Comments on MND (SCH. 2021090506)

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Guidi:

The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) from the California Department of Transportation (Caltrans) for the State Route 88 Improvement Project (Project) (10-0Q210) pursuant the California Environmental Quality Act (CEQA) statute and guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, native plants, and their habitat. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Id., § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code,

§ 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in “take” as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code. CDFW also administers the Native Plant Protection Act, Natural Community Conservation Act, and other provisions of the Fish and Game Code that afford protection to California’s fish and wildlife resources.

PROJECT DESCRIPTION SUMMARY

The project consists of improving the road segment on State Route (SR) 88 in Amador County from Post Miles (PM) 5.5 to PM 14.3. The total length of the Project is 8.8 miles. The project proposes the following activities: cold-planing the asphalt pavement and overlaying the road surface, digging out spot locations to repair localized failures, adding shoulder backing, removing and replacing roadway signage, replacing culverts and end treatments, replacing down drains, and upgrading existing metal beam guardrails to the Midwest Guardrail System within the project area.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and, where appropriate, mitigating the project’s significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources.

Comment 1:

Chapter 2.1.4 Biological Resources, Affected Environment (pg. 11); – The description of the affected environment for biological resources in section 2.1.4 states that the biological study area for the proposed Project supports lone chaparral. The lone manzanita chaparral community exists approximately between SR-88 PMs 5.6 and 7.2 and contains lone manzanita (*Arctostaphylos myrtifolia*) (federally threatened) and lone buckwheat (*Eriogonum apricum* var. *apricum*) (federally and state endangered). Due to the proximity of the Project to known occurrences of special-status species and the lone manzanita chaparral sensitive natural community, CDFW recommends Caltrans conduct protocol level surveys to determine the presence of species with the potential to be directly, indirectly, on or within a reasonable distance of the Project activities. CDFW recommends assessments and surveys for rare plants and sensitive natural communities follow CDFW’s 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. Based on survey data and analysis, Caltrans should include any necessary avoidance, minimization, and mitigation measures in the MND for rare plants and sensitive natural communities, including lone manzanita chaparral, before

adopting it as final. CDFW also recommends maps and information regarding any survey efforts including methodologies used and dates surveys were completed be included within the MND. CDFW acknowledges that this section states a Natural Environmental Study was developed in July 2021, but the document was not included with the MND and CDFW has not reviewed the document at the time these comments were written and submitted for public comment.

//Caltrans Response to Comment 1:

Caltrans' July 2021 Natural Environment Study, Section 2.2.2 (Study Methods), botanical surveys for the project were conducted according to the California Department of Fish and Wildlife's 2018 "Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities." A copy of this document can be made available to the commenter upon request.

The surveys results for sensitive plant species are presented in Caltrans' July 2021 Natural Environment Study Section 4.2. The survey dates of December 1, 2020 and March 24, 2021 fell within the blooming period of lone manzanita (November to March) and Parry's horkelia (April to September). Parry's horkelia was observed in bloom and lone manzanita was observed in vegetative growth at sites outside of the State Highway right-of-way adjacent to the project limits during the March 2021 surveys. No sign of lone buckwheat (basal leave rosettes, stalks, etc.) was detected during any survey.

Because the project scope is primarily a roadway re-paving job with minor drainage and guardrail work that is contained within the State Highway right-of-way and within close proximity to the paved roadway and adjacent shoulders, Caltrans determined that the project would not harm individuals or alter species' habitat for sensitive plant species.//

Comment 2:

Chapter 2.1.4 Biological Resources, General; Fish Passage Analysis – Senate Bill 857 (SB-857), which amended Fish and Game Code 5901 and added section 156 to the Streets and Highways Code states in section 156.3, "For any project using state or federal transportation funds programmed after January 1, 2006, [Caltrans] shall insure that, if the project affects a stream crossing on a stream where anadromous fish are, or historically were, found, an assessment of potential barriers to fish passage is done prior to commencing project design. [Caltrans] shall submit the assessment to the [Department of Fish and Wildlife] and add it to the CALFISH database. If any structural barrier to passage exists, remediation of the problem shall be designed into the project by the implementing agency. New projects shall be constructed so that they do not present a barrier to fish passage. When

barriers to fish passage are being addressed, plans and projects shall be developed in consultation with the [Department of Fish and Wildlife].”

The Biological Resources section of the MND should address the following locations noted in the CALFISH Database that occur within the Project limits as it pertains to SB-857.

- Location 1, Unnamed stream (SR-88; PM 6.1, Amador County), Fish Passage Assessment Database ID# 763489, fish barrier status: unassessed.
- Location 2, Unnamed stream (SR-88; PM 7.2, Amador County), Fish Passage Assessment Database ID# 763506, fish barrier status: unassessed.
- Location 3, Unnamed stream (SR-88; PM 7.6, Amador County), Fish Passage Assessment Database ID# 763497, fish barrier status: unassessed.
- Location 4 and 5, Unnamed stream (SR-88; between PMs 7.7 and 7.8, Amador County), Fish Passage Assessment Database ID# 763496 and 763495, fish barrier status: unassessed.
- Location 6, Copper Creek (SR-88; PM 9.1, Amador County), Fish Passage Assessment Database ID# 763498, fish barrier status: unassessed.
- Location 7, Mountain Spring Creek (SR-88; between PMs 9.6 and 9.7, Amador County), Fish Passage Assessment Database ID# 763508, fish barrier status: unassessed.
- Location 8, Mountain Spring Creek (SR-88; between PMs 10 and 10.1, Amador County), Fish Passage Assessment Database ID# 763507, fish barrier status: unassessed.
- Location 9, Unnamed stream (SR-88; between PMs 13 and 13.1, Amador County), Fish Passage Assessment Database ID# 763501, fish barrier status: unassessed.
- Location 10, Rock Creek (SR-88; PM 14.1, Amador County), Fish Passage Assessment Database ID# 763490, fish barrier status: unassessed.

The MND should include a fish passage discussion section to address potentially significant impacts. CDFW recommends that the fish passage section, at a minimum, discuss the current status of the crossing locations noted in the California Fish Passage Assessment Database, conduct first pass and or second pass fish assessments, as necessary, as well as provide

images of the upstream and downstream ends of water conveyance structures. Information collected during fish passage assessments should be used to inform the Passage Assessment Database of the status for each unconfirmed/unassessed potential barrier listed above.

//Caltrans Response to Comment 2:

Caltrans has no information to provide that updates the “unassessed” status of each of the locations noted by the commenter. According to the Caltrans Headquarters fish-passage coordinator, all locations noted by the commenter are currently planned for first-pass assessments with no estimated date for the assessments. Information collected during fish passage assessments would be used to inform the Passage Assessment Database of the status for each potential barrier listed by the commenter.//

Comment 3:

Chapter 2.1.10 Hydrology and Water Quality, Question c), (pg. 23-24); Question c) in the initial study asks if the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would (i) result in substantial erosion or siltation onsite or offsite; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite; (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 (iv) impede or redirect flood flows? “No Impact” CEQA determinations were made by Caltrans for each question; however, the activity described at Culvert Location 2 (PM 8.36) includes permanent loss of intermittent stream habitat due to filling and plugging an existing culvert and redirecting the stream channel to the proposed inlet and outlet of the new Culvert Location 2. Although the MND proposes mitigation (BIO-11) for this activity by redirecting the stream channel, CDFW recommends changing the “No Impact” CEQA determination for sub-question (iv) to be “Less Than Significant With Mitigation Incorporated”. Caltrans should reevaluate the determinations for sub-questions (i), (ii), and (iii) based on the avoidance, minimization, and mitigation measures included in the Biological Resources section (BIO-3, 5, and 9).

//Caltrans Response to Comment 3:

Thank you for your comment. Caltrans held a focus meeting with the technical specialist for hydrology and water quality and determined the project would have no impacts on hydrology and water quality regarding question (c), subsections i, ii, iii, and iv. Caltrans notes that the impacts are covered in Chapter 2, section 2.1.4 Biology. Any impacts to the intermittent stream at

Location 2 will be mitigated with measure BIO 11—Compensate for Loss of Intermittent Stream.//

Comment 4:

The Project area as shown in the MND includes habitat for state and federally listed species (as referred to in Comment 1). If during the environmental analysis for the Project, it is determined that the Project may have the potential to result in "take", as defined in the Fish & G. Code, section 86, of a state-listed species, the MND should disclose an Incidental Take Permit (ITP), or a consistency determination (Fish & G. Code, §§ 2080.1 & 2081) may be required prior to starting construction activities. The environmental document must include all avoidance and minimization to reduce the impacts to a less than significant level. If impacts to listed species are expected to occur even with the implementation of these measures, mitigation measures shall be proposed to fully mitigate the impacts to state-listed species (Cal. Code Regs., tit. 14, § 783.2, subd. (a)(8)). CDFW encourages early coordination to determine appropriate measures to offset Project impacts and facilitate future permitting processes and to coordinate with the U.S. Fish and Wildlife Service to coordinate specific measures if federally-listed species are present within the Project limits.

//Caltrans Response to Comment 4:

California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Potential impacts to state-listed species are discussed in Section 4 of Caltrans' July 2021 Natural Environment Study. State-listed species reviewed for the study included lone buckwheat, Delta smelt, California tiger salamander, tricolored blackbird, and foothill yellow-legged frog. Because these species ranges occur outside of the project area, or due to the lack of appropriate habitat in the study area, or due to the scope of the project, and with the implementation of avoidance and minimization measures, Caltrans has determined that the project will not result in the hunting, perusal, catching, capturing, or killing of any state-listed species. If it is later determined that take of a state-listed species is unavoidable, an application pursuant to California Fish and Game Code Section 2080.1 or 2081 would be prepared.//

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the

following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be submitted online or mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code §21092 and §21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the proposed Project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670 or emailed to r2CEQA@wildlife.ca.gov.

CDFW appreciates the opportunity to comment on the MND to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize and/or mitigate impacts. Questions regarding this letter or further coordination should be directed to Ian Boyd, Senior Environmental Scientist (Specialist), at (916) 932-3035 or ian.boyd@wildlife.ca.gov.

Thank you,

Ian Boyd
Senior Environmental Scientist (Specialist)
North Central Region (Region 2)
1701 Nimbus Rd., Suite A
Rancho Cordova, CA 95670
P: 916-932-3035
ian.boyd@wildlife.ca.gov

Comment from Nicholas White—Central Valley Regional Water Quality Control Board

29 October 2021

Jonathan Coley

California Department of Transportation, District 10

1976 East Martin Luther King Jr. Boulevard

Stockton, CA 95205jonathan.coley@dot.ca.gov

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, STATE ROUTE 88 ROADWAY IMPROVEMENT PROJECT, SCH#2021090506, AMADOR COUNTY

Pursuant to the State Clearinghouse's 27 September 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Mitigated Negative Declaration for the State Route 88 Roadway Improvement Project, located in Amador County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some

cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf.

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the

original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/.

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non- federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and

WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/.

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf.

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Limited Threat Discharges to Surface Water (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General

Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf.

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.

Nicholas White
Water Resource Control Engineer
cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Caltrans Response to Nicholas White—Central Valley Regional Water Quality Control Board:

Your comments are respectfully noted. Thank you for taking the time to comment on the State Route 88 Roadway Improvements project.

Comment from Eric Butow—Amador Business Ticker

From: eric@butow.net <eric@butow.net>
Sent: Tuesday, October 5, 2021 4:50 PM
To: Guidi, Scott@DOT <Scott.Guidi@dot.ca.gov>
Subject: Question regarding SR-88 Roadway Improvements

I'm writing to find out if part of the work about replacing highway signage will also include route signs that show the section of SR-88 between Jackson Valley Road and Ridge Road will be co-signed as both SR-88 and SR-104. Right now, that stretch isn't co-signed at all, which may be confusing for visitors who need directions.

Come to think of it, there aren't any highway signs on Ridge Road that show that road is also SR-104. I know that section of roadway has been repaved, but I'm not sure if any additional signage is planned for that stretch. Do you know?

Thanks,
Eric Butow
Editor
Amador Business Ticker

Caltrans Response to Eric Butow—Amador Business Ticker:

Thank you for your interest in this project. Your specific signage questions will be reviewed by the Traffic Design team. If warranted, the additional requested signs will be included in the project.

Comment from Russell Parker

From: Russell Parker <russparkeritam@gmail.com>
Sent: Friday, October 1, 2021 3:40 PM
To: Shankar, Udaya Y@DOT <udaya.shankar@dot.ca.gov>
Cc: Amy Parker <amy.fesnock.parker@gmail.com>
Subject: State Route 88 Roadway Improvements

Hello Udaya,

My name is Russell Parker and I live off of Blue Sky Drive in the Sunnybrook section of 88. As a local resident I was very happy to see this proposal. It will, quite literally, save lives. The most hazardous part of the project area is centered around Sunnybrook. Coming uphill from the west there is a blind turn just before Blue Sky Drive. Coming downhill from the east there is a longer sightline to Brook Ranch Road E, but people also tend to be going a good bit faster. This makes turning onto Blue Sky from the eastbound lane or Brook Ranch E from the westbound lane quite dangerous. Turning right (downhill/westbound) out of Blue Sky has a good line of sight, but turning left (uphill/eastbound) does not. Things are better when exiting Brook Ranch.

Below are several thoughts/suggestions I hope you will consider.

- 1) Speed Limit: East of Ridge Road the speed limit on 88 already drops to 45mph. This is good, but extending it westward past Blue Sky Drive or even to the junction with 104 would be even better. Hopefully this is something which could be done even before construction begins since it would just involve a signage change. Personally I would drop the Sunnybrook section to 35mph, but this is likely just my cautious nature and bias as a resident. People would still speed, but if it drops them from 75mph to 55mph that in and of itself would be a win.
- 2) Hazard Signs/Lights: Locals know how dangerous the Sunnybrook portion of the road is, but there is quite a bit of nonlocal/occasional traffic which the blind turns can catch by surprise. Coming eastbound there is a "Passing Lane Ahead" sign, but nothing indicating caution should be taken.. Adding a Yellow Diamond turn warning sign indicating a blind turn and a 35 or 45 mph suggestion would help a lot. Even if all it does is increase the chances of drivers being focused on driving. Similarly coming westbound down the hill a sign or flashing light would help people focus and perhaps realize gravity might have them up to 75 or 80mph. These also seem like they could go in ahead of the main project and potentially begin saving lives 2 years earlier. I activate my turn signal a little before the "Passing Lane" sign going eastbound and before the eastern set of railroad tracks when coming down the hill westbound. Much of the time people behind me are still surprised when I start to slow down.

- 3) Rumble Grooves: I am sure these have a technical name, but adding the same types of grooves as are on the edges of the road to the eastbound approach and the westbound approaches to Sunnybrook would also serve to make sure drivers were reminded they were driving. Half a second can make an enormous difference. This would likely have to wait until the full project since work done sooner would be eliminated. Although perhaps adding these is simpler and less expensive than I would guess.
- 4) Paved Shoulder: This might already be part of the project plan, but paving the westbound shoulder from just above Brook Ranch Road to Blue Sky Drive would be an excellent idea. It might not seem significant, but transitioning from asphalt to gravel at even 45mph is somewhat hazardous. Harder to see at first glance is what the gravel does to the very first part of Blue Sky Drive in the first ~30 or so feet where it meets 88. It is paved and the gravel from the uphill shoulder travels as people drive on it and leaves a fairly substantial scattering on it which makes for a nontrivial skidding hazard for those making the turn onto Blue Sky. Currently to make that turn safely I try to slow to under 15mph, but this often results in cars riding right up on my bumper. There have been several accidents over the last few years where drivers coming westbound at excessive speed have not noticed the car in front of them was slowing.

If you would like to discuss any of these or get further input I would be happy to speak with you. I can be reached at 858-663-9413.

Cheers,

Russ

Caltrans Response to Russell Parker:

Thank you for getting in touch with Caltrans; we are forwarding your request to our Traffic Operations Branch for a possible study. Results can take several months, and we will keep you informed of our findings. Thank you again.

Comment from Jeremy Dobler, Sergeant—Amador Area California Highway Patrol

From: Dobler, Jeremy@CHP <JDobler@chp.ca.gov>
Sent: Thursday, October 14, 2021 3:01:43 PM
To: state.clearinghouse@opr.ca.gov <state.clearinghouse@opr.ca.gov>;
CHP-EIR <EIR@chp.ca.gov>; Coley, Jonathan@DOT
<Jonathan.Coley@dot.ca.gov>; Guidi, Scott@DOT
<Scott.Guidi@dot.ca.gov>
Cc: Thibodeau, Todd@CHP <TThibodeau@chp.ca.gov>
Subject: SCH # 2021090506

EXTERNAL EMAIL. Links/attachments may not be safe.

The California Highway Patrol Amador Area received the “Notice of Completion” of the Environmental impact document from the State Clearinghouse #SCH2021090506. After review, we have identified the following concerns.

The project will have a significant impact on traffic congestion on State Route 88, a major corridor in Amador County. This will cause increased response times and delays in emergency response while the project is going on. Impact will be greater during weekdays and normal hours of commute. This will have a negative effect on operations due to the increased traffic congestion during the length of the project.

If you have any questions regarding these concerns, please contact me at (209)-223-4890.

Sincerely,

Jeremy Dobler, Sergeant
Amador Area California Highway Patrol
301 Clinton Road
Jackson, CA 95642
(209) 223-4890

Caltrans Response to Jeremy Dobler, Sergeant—Amador Area California Highway Patrol:

Thank you for your interest in this project. Per the Traffic Management Plan, construction activities will occur mostly during nighttime hours (nightwork) to minimize any operational issues. Per the Traffic Management Plan, state and local agencies, as well as any affected communities will be notified before the start of construction activities.

Comment from Mark Hopkins—Amador County Department of Transportation and Public Works

From: Mark Hopkins <mhopkins@amadorgov.org>
Sent: Wednesday, October 27, 2021 3:21 PM
To: Guidi, Scott@DOT <Scott.Guidi@dot.ca.gov>
Cc: Shankar, Udaya Y@DOT <udaya.shankar@dot.ca.gov>; Richard Vela <rvela@amadorgov.org>
Subject: State Route 88 Roadway Improvements

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Scott,

I hope you are well. This is regarding the New Release from September 29th. As a meaningful stakeholder, this project will intersect two major collectors within Amador County (Buena Vista Road and Jackson Valley Road). One would think and or hope Amador County Public Works would have been notified sooner than from New Release.

Thank you,

Mark

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Mark Hopkins
Senior Project Manager
Amador County Department of Transportation and Public Works
810 Court Street, Jackson CA 95642
209.223.6429 - Department
209.223.6248 - Direct
mhopkins@amadorgov.org

Caltrans Response to Mark Hopkins—Amador County Department of Transportation and Public Works:

Thank you for your interest in this project. Your comments will be forwarded to the Project Manager, Udaya Shankar (Sam), regarding the coordination between our two agencies.

List of Technical Studies

Air Quality Memorandum

Climate Change/Greenhouse Gas Analysis Memorandum

Community Impact Assessment Memorandum

Noise Compliance Study

Water Compliance Memorandum

Natural Environment Study- Minimal Impact

Location Hydraulic Study

Cultural

- Historic Property Survey Report
- Historic Resource Evaluation Report
- Archaeological Survey Report

Hazardous Waste

- Initial Site Assessment Memorandum

Section 4(f)—No-Use Determination Memorandum

Scenic Resource Evaluation/Visual Assessment

Paleontology Identification Report

Wildfire Severity Memo

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

District 10 Environmental, California Department of Transportation
1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 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: State Route 88 Roadway Improvements

General location information: Located in Amador County on State Route 88

District-county code-route-post mile: 10-AMA-88-Post Miles 5.5 to 14.3

EA/Project ID number: 10-0Q210/1017000171