

NOV 22 2017

HEATHER POSTER
BY: [Signature] DEPUTY Appendix D

Notice of Determination

To:
 Office of Planning and Research
U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113
Sacramento, CA 95814
 County Clerk
County of: Sierra
Address: 100 Courthouse Sq., Room 11
Downieville, CA 95936

From:
Public Agency: Sierra Co. Dept. of Public Works
Address: 101 Courthouse Sq., P O Box 98
Downieville, CA 95936
Contact: Tim H. Beals
Phone: 530/ 289-3201
Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2017102008
Project Title: Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project
Project Applicant: Sierra Co. Department of Public Works and Transportation
Project Location (include county): Salmon Lake Road and Gold Lake Highway

Project Description:
The Sierra County Department of Public Works and Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Salmon Lake Road Bridge (13C0053) over Church Creek. The proposed 67-ft long, 27.3-ft wide outside to outside, single-span bridge will be constructed on the existing alignment. The bridge has a Caltrans sufficiency rating of 61.4 and has a substandard load carrying capacity and inadequate bridge roadway geometry. The new bridge would improve roadway safety and be consistent with AASHTO guidelines.

This is to advise that the Sierra County has approved the above
(Lead Agency or Responsible Agency)
described project on 21 November 2017 and has made the following determinations regarding the above
(date)
described project.

- 1. The project [will will not] have a significant effect on the environment.
- 2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
- 3. Mitigation measures [were were not] made a condition of the approval of the project.
- 4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
- 5. A statement of Overriding Considerations [was was not] adopted for this project.
- 6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Sierra Co. Department of Public Works and Transportation, 101 Courthouse Sq., Downieville, CA 95936

Signature (Public Agency): [Signature] Title: Director of Transportation

Date: 11/22/17 Date Received for filing at OPR: _____

**Initial Study/ Proposed
Mitigated Negative Declaration**

for the

**Salmon Lake Road Bridge (13C0053) over
Church Creek Replacement Project**

(Federal Aid Number: BRLO-5913(059))

SCH # 2017102008

November 2017

**County of Sierra
Department of Transportation
101 Courthouse Square
Downieville, CA 95936**

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- Appendix A: Draft Mitigation Monitoring and Reporting Plan
- Appendix B: Comments and Responses

1. Project Information

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15063 (Initial Study), Sierra County has prepared this Initial Study to assess the potential environmental impacts of the proposed Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project that will replace the existing bridge with a new bridge structure.

1. Project Title: Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project
2. Assessor's Parcel Number: Salmon Lake Road in the Project area occurs on 007-110-012 (137.5 ac), a privately owned parcel.
3. Lead Agency Name and Address: Sierra County Department of Public Works and Transportation 101 Courthouse Sq. P O Box 98 Downieville, CA 95936
4. Contact Person and Phone Number: Bryan Davey, Transportation Planner 530/ 289-3201 bdavey@sierracounty.ca.gov
5. Document Preparer: Sycamore Environmental Consultants, Inc.
6. Project Location: The 1.758-acre Project study area is located along Salmon Lake Road near the intersection of Gold Lake Highway, approximately 3.4 air miles northwest of the community of Bassetts in central Sierra County, CA. The Project area is located on a privately-owned parcel immediately north of the Tahoe National Forest (Figure 1). The Project area occurs in the southeast corner of Gold Lake USGS topographic quadrangle (quad) (T21N, R12E, Section 28, Mt. Diablo Base and Meridian).
7. Document Sponsor: Sierra County Department of Public Works and Transportation
8. Project Background: The Sierra County Department of Public Works and Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Salmon Lake Road Bridge (13C0053) over Church Creek. The proposed 67-ft long, 27.3-ft wide outside to outside, single-span bridge will be constructed on the existing alignment. The new bridge would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

The existing Salmon Lake Road bridge, constructed in 1960, is a single lane, 12.5-ft wide railroad car frame with a deck length of 39 feet. The existing bridge has a timber plank deck and reinforced concrete pier type abutments. The bridge has a Caltrans sufficiency rating of 61.4 and has a substandard load carrying capacity and inadequate bridge roadway geometry.

9. General Plan Land Use Designation:

Primary Agriculture (AATA)

10. Zoning District:

General Forest (GF)

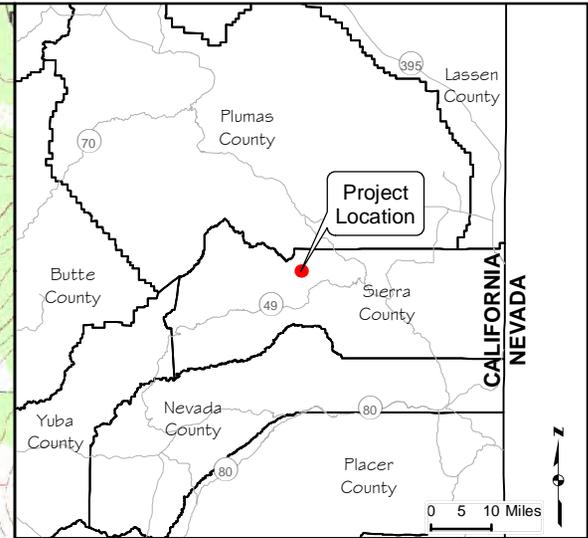
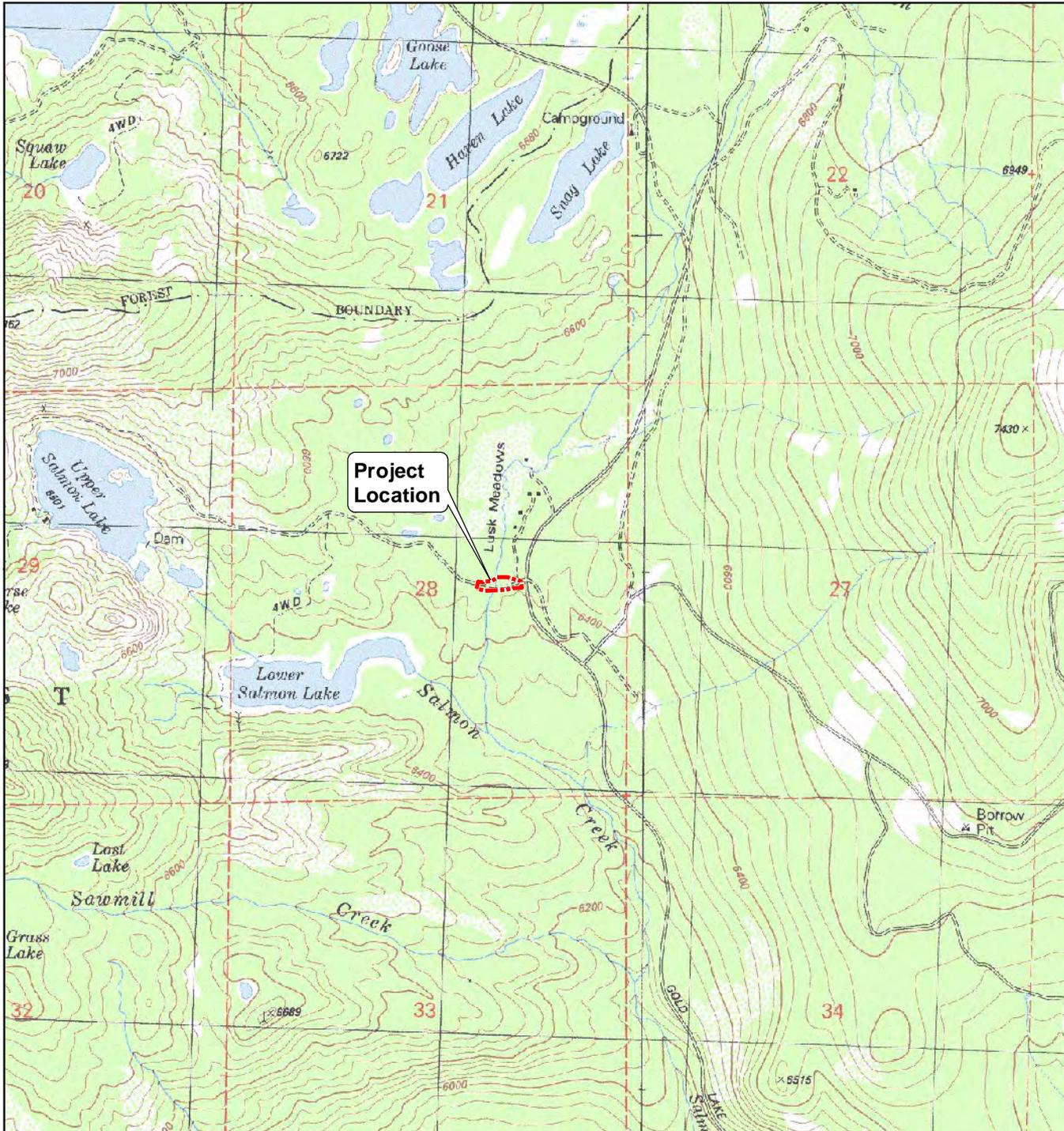
11. Existing Land Uses:

The Project is located in a rural area surrounded by moderately dense to open mixed coniferous forest, scattered small lakes, and open meadow. The Tahoe National Forest occurs immediately south of the Project area. Salmon Lake Road provides access to Upper and Lower Salmon Lakes.

12. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):

The Project requires permits or approvals from the following:

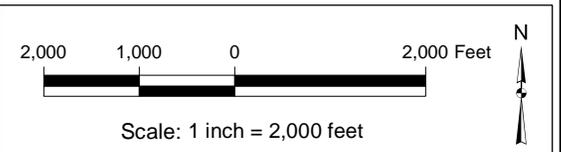
- Caltrans — National Environmental Policy Act (NEPA) Categorical Exclusion
- U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board — Section 401 Water Quality Certification
- California Department of Fish and Wildlife — Streambed Alteration Agreement and 2081 Incidental Take Permit
- California Air Resources Board — Asbestos NESHAP Notification Of Demolition & Renovation



Salmon Lake Road Bridge (I 3C-0053)
 Over Church Creek
 Sierra County, CA
 2 December 2016

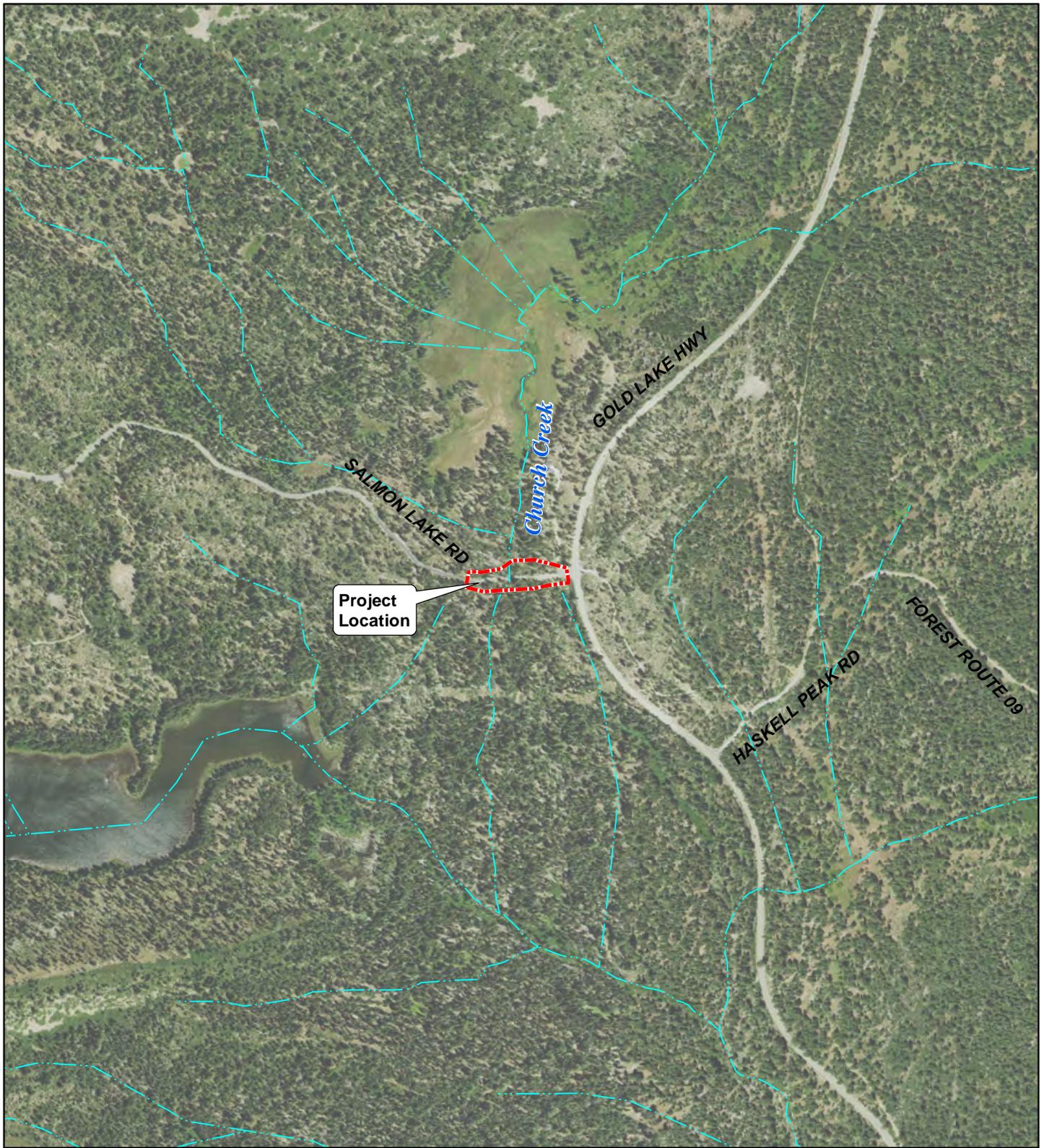
Figure 1. Project Location Map

 Project Location



Gold Lake and Clio, California (Revised 1981)
 CASIL California USGS Digital Raster Graphics (DRG),
 7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
 o_nw0103.sid

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Salmon Lake Road Bridge (13C-0053)
 Over Church Creek
 Sierra County, CA
 2 December 2016

 Project Location

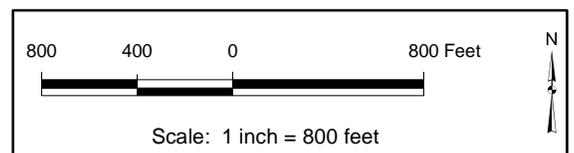


Figure 2. Aerial Photograph

Aerial Photograph: 25 July 2014
 NAIP2014 USDA FSA Imagery
 ESRI ArcGIS Basemap Layer
 Hyrdography: USGS NHD Hydrography Flowlines

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2. Introduction

The Sierra County Department of Public Works and Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Salmon Lake Road Bridge (13C0053) over Church Creek. The proposed 67-ft long, 27.3-ft wide outside to outside, single-span bridge will be constructed on the existing alignment. The new bridge would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Sierra County is the local lead agency and prepared this Initial Study to consider the significance of potential project impacts pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). This Initial Study was prepared in accordance with the State CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.).

Based on the results of this Initial Study, the County has determined that the Project would have less than significant impacts on the environment with the incorporation of mitigation measures. The County may approve the Project with the certification of a Mitigated Negative Declaration (MND).

The remainder of this document is organized into the following sections:

- **Section 3, Project Description:** Provides a detailed description of the proposed Project;
- **Section 4, Initial Study Findings:** Provides a determination of the County's CEQA findings;
- **Section 5, Initial Study Checklist and Supporting Documentation:** Provides CEQA Initial Study Resource impact checklists and supporting documentation. Identifies the thresholds of significance, evaluates potential impacts, and describes mitigation necessary to reduce impact significance;
- **Section 6, Supporting Information Sources:** Identifies the personnel responsible for the preparation of this document and provides a list of the references cited throughout the document.
- **Appendix A, Mitigation Monitoring and Reporting Plan:** Contains the Mitigation Monitoring and Reporting Plan prepared for the proposed project. The Mitigation Monitoring and Reporting Plan includes a list of required mitigation measures and includes information regarding the County's policies and procedures for implementation and monitoring of the mitigation measures.

3. Project Description

3.1 Location

The Project is in the Sierra Nevada Mountain Range, 3.4 miles northwest of the community of Bassetts in unincorporated central Sierra County (Figure 1 and Figure 2).. The Project is surrounded by moderately dense to open mixed coniferous forest, scattered small lakes, and open meadow. The Project area is located on a privately-owned parcel immediately north of the Tahoe National Forest. The Project area occurs in the southeast corner of Gold Lake USGS topographic quadrangle (quad) (T21N, R12E, Section 28, Mt. Diablo Base and Meridian).

3.2 Project History

The Sierra County Department of Public Works and Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Salmon Lake Road Bridge (13C0053) over Church Creek. The proposed 67-ft long, 27.3-ft wide outside to outside, single-span bridge will be constructed on the existing alignment (Figures 3 and 4). The existing Salmon Lake Road bridge, constructed in 1960, is a single lane, 12.5-ft wide railroad car frame with a deck length of 39 feet. The existing bridge has a timber plank deck and reinforced concrete pier type abutments.

3.3 Project Purpose and Objectives

The bridge has a Caltrans sufficiency rating of 61.4 and has a substandard load carrying capacity and inadequate bridge roadway geometry. The new bridge would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

3.4 Project Description

Sierra County evaluated an upstream alignment on the north side of the existing bridge (Figures 3 and 4). The County determined there was no justification for changing the alignment of the road and adding curves into the road at this location. Bridge replacement on the existing alignment is preferred because it avoids the need to acquire permanent right of way (ROW). Two bridge structure types were evaluated for the Project. The selected structure is a 67-ft long, 27.3-ft wide, single-span, cast-in-place, prestressed concrete slab superstructure supported on seat type abutments and spread footings. The depth of the superstructure is approximately 2 feet.

The average daily traffic (ADT) at the bridge site was reported to be 125 vehicles per day in 1999. For two-lane roads with an ADT less than 400, AASHTO guidance requires a minimum clear width between bridge barriers of 22 feet. The new deck will have a clear width of 24 feet to accommodate frequent use of the bridge by recreation vehicles. This will provide two 10-ft wide lanes and 2-ft wide shoulders. Roadway lanes and shoulders will be tapered to transition into the 20-ft wide roadways. The approach roadways will remain on the same horizontal alignment at a slightly higher grade to improve hydraulic clearance.

Salmon Lake Road will remain open to traffic during construction as there is no reasonable detour available. A temporary detour will be constructed immediately north (upstream) of the existing bridge to accommodate traffic during construction. The temporary detour will consist of 10 inches of compacted

aggregate base. Salmon Lake Road on either end of the existing bridge will support contractor staging needs. Additional staging will be available along approach roadway between the beginning and end of the temporary detour. Temporary construction easements will be needed for the temporary detour, as well as construction staging and access. Permanent easements may be required for the project extents.

There are no underground or overhead utilities in the project site. A standard Midwest Guardrail System (MGS) consisting of a transition railing and terminal system will be installed at all four corners of the bridge. Surface drainage will follow the same drainage patterns as the existing conditions. Surface drainage will flow off both sides of the crowned roadways before surface discharge. Scuppers in the bridge barrier curbs will direct surface flows into Church Creek.

Caltrans design requirements specify that new structures should provide a minimum of 2 feet of freeboard above the design high water surface elevation (50-year event), and pass the 100-year event. The 50-year and 100-year water surface elevations appear to be above the existing bridge soffit. The proposed soffit elevation results in freeboard clearances of 1.22 feet and 0.96 feet above the 50 and 100-year events respectively. The freeboard for the 50-year event does not meet the 2 feet minimum Caltrans requirement. A design exception will be needed in order to maintain adequate sight distance and access to an existing road without major improvements.

Clearing and grubbing, including tree removal, is anticipated to accommodate the temporary detour and wider bridge. Preliminary review indicates that spread footings on rock will be appropriate for abutment foundations. Thus, excavation for the abutments is anticipated to be minimal, reaching a maximum depth of 11 feet. General bridge construction equipment expected to be used includes, but is not limited to: haul trucks, cranes, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles.

The existing bridge will be removed following the completion of the temporary detour. Removal of the existing bridge foundations and construction of the new bridge foundations may require construction equipment to access the Church Creek bed and may require partial diversion of the creek. The diversion would allow flows to pass through the existing channel under the bridge. Diversion methods may include the use of water pillows, rock, sandbags, pipes or coffer dams, or other structural methods approved by the Project Engineer and CDFW. Any work to occur below the Ordinary High Water Mark (OHWM) of Church Creek will be limited to 1 May to 15 October, when creek flows are at their lowest.

Rock Slope Protection (RSP) will be placed at both abutment embankments to protect against scour resulting from lower level events. The materials within the channel bottom are scour resistant and therefore will not require protection through the use of RSP.

Best management practices will be implemented during construction to prevent concrete or other materials from entering Church Creek. The portions of the creek bank temporarily disturbed by the Project will be revegetated for erosion control.

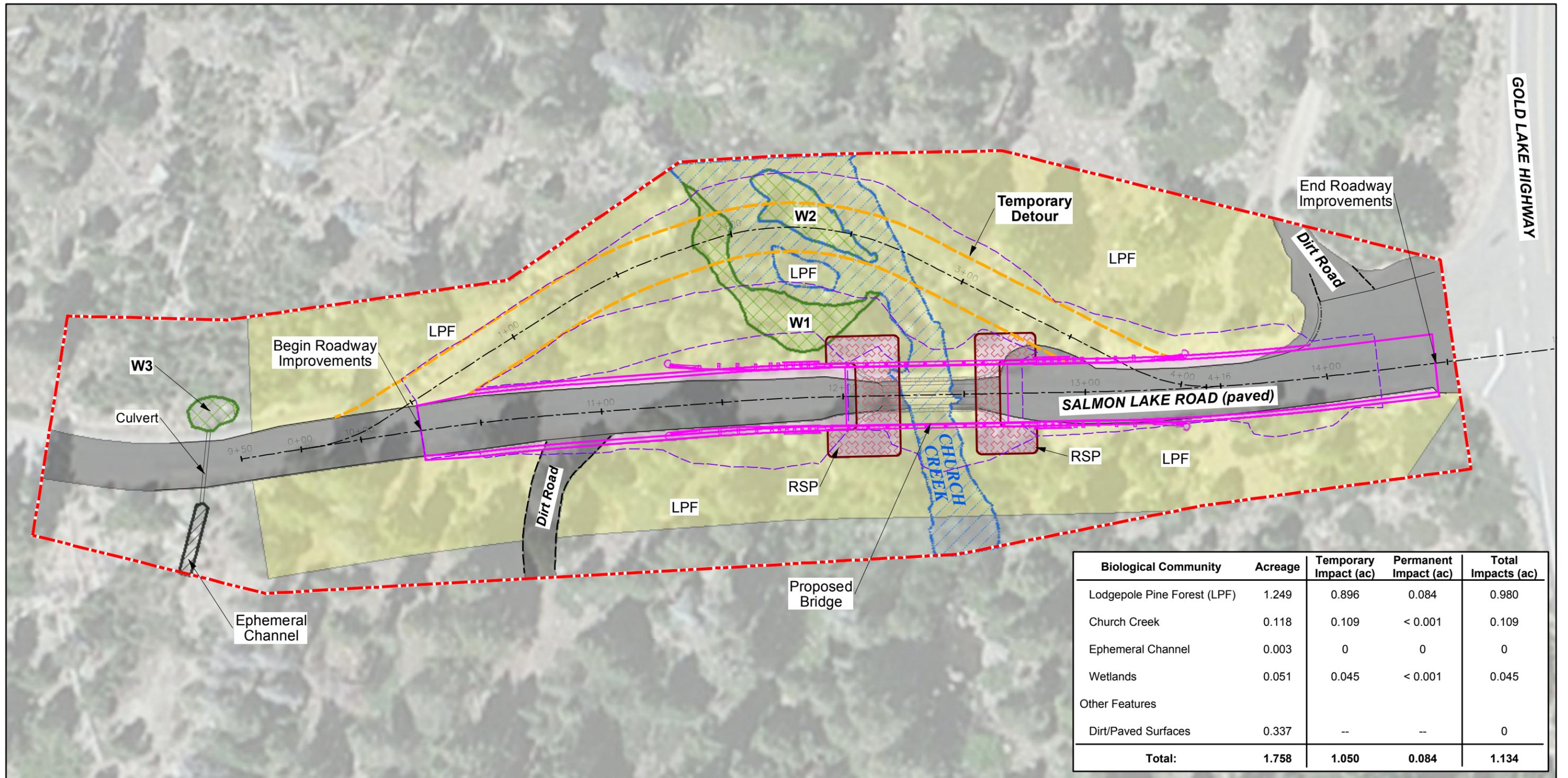
3.5 Project Schedule

Construction of the proposed bridge is planned to commence in 2019. Work in the OHWM of Church Creek will be restricted to the dry season, generally defined as the time period between 1 May and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement, unless CDFW provides approval of work outside that period. Project duration is expected to be one season.

3.6 Construction Contract

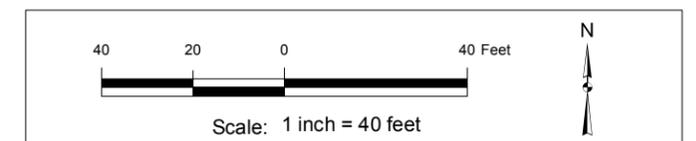
The County would retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed Project activities and for implementing construction-related mitigation measures. The County would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed Project in accordance with the Public Contract Code of the State of California, the State of California Department of Transportation Standard Plans and Standard Specifications, and the Contract, Project Plans, and Project Special Provisions under development by the County. The following are a combination of standard and project-specific procedures/requirements applicable to Project construction:

- Construction contract special provisions will require that a Traffic Management Plan be prepared. The Traffic Management Plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The Traffic Management Plan will address the coordination issues;
- Contract provisions will require notification of the County and compliance with:
 - State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted.
 - Public Resources Code Section 5097.9 et seq. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.9 et seq are to be followed as applicable.
 - Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.



Salmon Lake Road Bridge (13C-0053)
 Over Church Creek Replacement Project
 Sierra County, CA
 16 January 2017

- Biological Study Area (BSA; 1.76 ac)
- Church Creek OHWM
- Wetland (W)
- Ephemeral Channel
- Lodgepole Pine Forest (LPF)
- Dirt/Paved Surfaces
- Proposed Road and Bridge Improvements
- Temporary Detour
- Limits of Grading
- Rock Slope Protection (RSP)
- Permanent Impact
- Temporary Impact



Basemap: Topographic Survey of Salmon Bridge Church Creek
 14622TPO-Salmon.dwg by ANDREGG Geomatics (14 Oct. 2014)
 Proposed Road and Bridge Layout: 04_LAYOUT.dwg and
 SALMON LAKE BRIDGE.dwg by MGE Engineering (Rec'd: 2 Aug. 2016)
 Aerial Background: 25 July 2014, NAIP2014 USDA FSA Imagery
 Arcmap Basemap Service Layer

Figure 3. Project Impact Map

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Sierra	CoRd	N/A		

REGISTERED CIVIL ENGINEER	ROBERT SENNETT
NO. 3976	EXP. 12/31/2016
PLANS APPROVAL DATE	

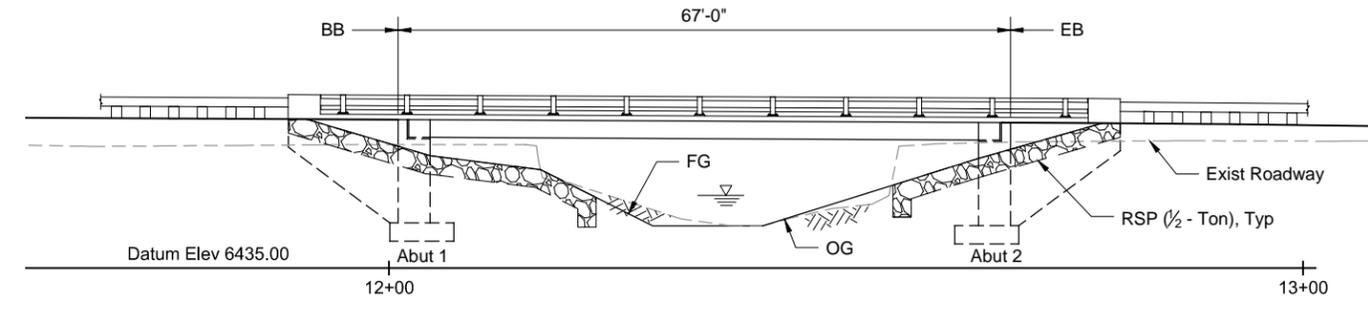
MGE ENGINEERING INC.
7415 Greenhaven Dr. Suite 100
Sacramento, California 95831 (916) 421-1000



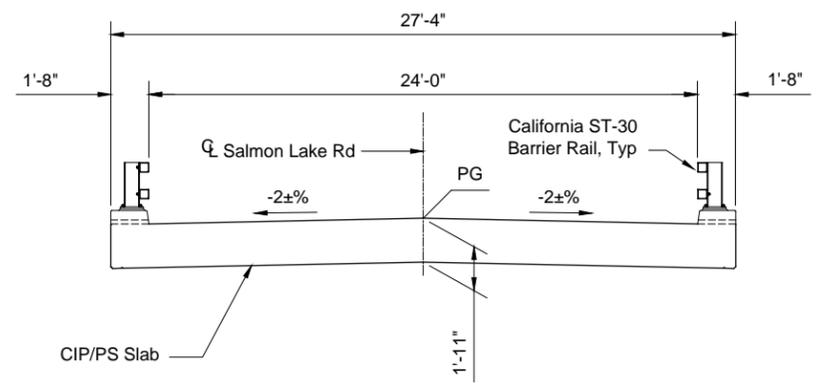
PROFILE GRADE
NO SCALE

LEGEND

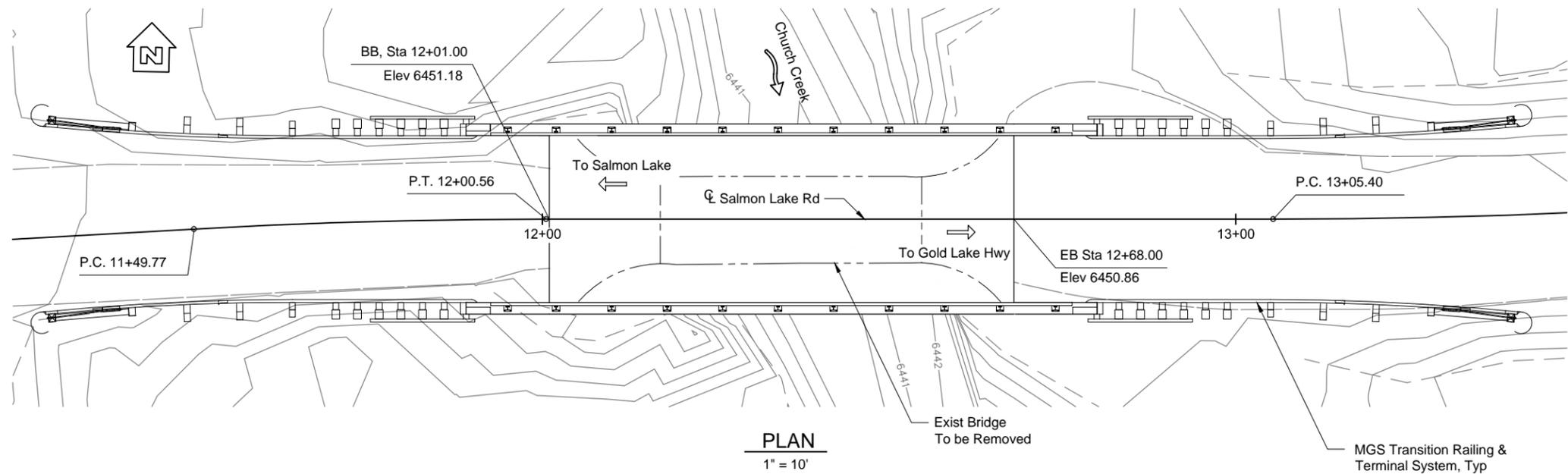
→ Indicates Direction of Traffic
 Indicates Direction of Flow



ELEVATION
1" = 10'



TYPICAL SECTION
1/4" = 1'-0"



PLAN
1" = 10'

HYDRAULIC SUMMARY

	Design Flood	Base Flood
Frequency (Years)	50	100
Discharge (cfs)	2554	2771
Water Surface Elev	6447.7	6448.0
Clearance to Bridge Soffit (ft)	1.22	0.96

ALTERNATIVE 1
CIP/PS SLAB

Drawing Name: P:\503 Sierra County - Salmon Lake\06 CAD\Structure\SALMON LAKE BRIDGE.dwg
Last Opened: Jan 18, 2016 - 9:13am by Kai

REVISIONS				
MARK	DATE	DESCRIPTION	BY	CHKD
△				
△				
△				

SCALE: _____
 ORIGINAL SCALE IN INCHES
 FOR REDUCED PLAN

CIVIL ENGINEER: ROBERT SENNETT
 DESIGNED BY: RS
 DRAWN BY: KW
 CHECKED BY: _____
 DATE: 5/28/2015

PREPARED FOR THE
SIERRA COUNTY
 DEPARTMENT OF TRANSPORTATION

CI# _____
 FILE# _____
 DWG# _____
 DATE: _____
 BRIDGE NO. 13C0053
 POST MILE N/A

SALMON LAKE ROAD BRIDGE
GENERAL PLAN

SHEET NO. OF ___ SHTS.

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- Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation.
- The County or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to ensure minimal disruption to service during construction;
- The County and its construction contractors will comply with the current State of California Standard Specifications written by the State of California Department of Transportation, for public service provision

4. Determination

4.1 Environmental Factors Potentially Affected

This Initial Study has determined that in the absence of mitigation the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Population and Housing
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Mandatory Findings of Significance
<input type="checkbox"/> Hydrology and Water Quality	<input checked="" type="checkbox"/> None With Mitigation
<input type="checkbox"/> Land Use and Planning	

On the basis of this initial evaluation:

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

Signature:  Date: 9/28/2017

Name and Title: Tim H. Beals, Director of Transportation

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5. Initial Study Checklist and Supporting Documentation

5.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 19 environmental categories are addressed in this section:

• Aesthetics	• Land Use and Planning
• Agricultural and Forestry Resources	• Mineral Resources
• Air Quality	• Noise
• Biological Resources	• Population and Housing
• Cultural Resources	• Public Services
• Tribal Cultural Resources	• Recreation
• Geology and Soils	• Transportation/Traffic
• Greenhouse Gas Emission	• Utilities/ Service Systems
• Hazards and Hazardous Materials	• Mandatory Findings of Significance
• Hydrology and Water Quality	

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **“No Impact”** means that no impact to the environment would occur as a result of implementing the Project.
- **“Less than Significant Impact”** means that implementation of the Project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **“Potentially Significant Impact”** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

5.2 Setting, Impacts, and Mitigation Measures

5.2.1 Aesthetics

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

A Scenic Resource Evaluation and Visual Impact Assessment Memo was prepared for the Project and approved by Caltrans on 11 September 2017 (Sycamore Environmental 2017d). The Project occurs in the Sierra Nevada, at an elevation range from approximately 6,425 to 6,455 feet above sea level. The Project site gradually slopes toward Church Creek. Church Creek flows south through the Project area. The Tahoe National Forest occurs immediate south of the Project site. Salmon Lake Road provides access to the Tahoe National Forest managed Salmon Lake Boat Ramp on Upper Salmon Lake. Upper Salmon Lake provides for non-motorized boat recreational opportunities. The Tahoe National Forest is a mixed use forest and supports a variety of uses include timber production, passive and active recreation, mining, grazing, etc.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Visual resources consist of two categories: scenic views and scenic resources. As per CEQA Checklist, scenic resources are described as specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. Scenic views are elements of the broader view shed such as mountain ranges, valleys, and ridgelines. A scenic vista refers to the view of an area that is visually or aesthetically pleasing.

Table 16-1 of the County General Plan, Visual Resource Element (1996) list scenic roads in Sierra County. Per Table 16-1 Salmon Lake Road is not a County or State listed or candidate scenic road. The Project is not located on a highway or route that is designated or eligible for designation as a scenic highway (Caltrans 2017a).

The Sierra County General Plan Visual Resource Element (1996) Table identifies the ‘Lakes Basin’ as a ‘scenic features deserving protection’. The ‘Lakes Basin’ is described in the Sierra County General Plan as ‘*This visually unique area is one of the most heavily used areas in the County. The remote visual appearance of the area is important to its value but will be difficult to retain because of the high use it experiences.*’ The Project segment of Salmon Creek Road is located within the ‘Lakes Basin’.

The Project consists of replacement of an existing bridge. The Project would have temporary visual impacts from construction activities during and for a short period following construction. The replacement bridge will be visually consistent with other transportation infrastructure in the vicinity of the Project. The Project will not result in substantial alteration to the existing visually unique ‘Lakes Basin’. Impacts to the scenic resources are considered less-than significant.

- b) **Less Than Significant Impact.** See discussion of a) above.
- c) **Less Than Significant Impact.** See discussion of a) above.
- d) **No Impact.** The Project does not introduce any new source of light or glare.

Mitigation Measures: None needed.

5.2.2 Agricultural and Forestry Resources

II. AGRICULTURE AND FORESTRY—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project::

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Project is located in a rural area in the Sierra Nevada. The Project area is outside of the area mapped as part of the States Farmland Mapping and Monitoring Program (California Department of Conservation 2017a). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occur in the Project area. Salmon Lake Road in the Project area traverses APN 007-110-012 (137.5 ac). APN 007-110-012 is under Williamson Act contract

Figure 1-2 (Countywide Land Use Designations) of the Sierra County General Plan identifies the Project APN as having a zoning designation of 'Forestry' (General Forest, GF). Figure 1-2 of the General Plan appears to identify an 'Open Space' corridor along Church Creek. Per General Plan Figure 1-3 the Project is located in a '*Special Treatment Area (STA) Constrained Lands*'.

Development in the GF zoning district is required to be compatible with and preserve the natural environment and natural resources. Permitted uses within this zone include growing and harvesting of agricultural and forest products, livestock grazing, single-family residences and accessory buildings, and public utility distribution facilities. Allowable density within the GF zone district is one residence per 640 acres.

Potential Environmental Effects

- a) ***No Impact.*** No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occur in the project area. APN 007-110-012 (137.5 ac) is under Williamson Act contract. Salmon Lake Road in the Project area traverses APN 007-110-012. The Project will not permanently convert farmland to a different use or otherwise affect the ability of the land to be used for farming. The Project does not include any rezoning activities. The Project does not include acquisition of permanent ROW. The Project may require permanent easements for the Project extents.
- b) ***No Impact.*** See response for item a).
- c) ***Less Than Significant Impact.*** Salmon Lake Road in the Project area traverses APN 007-110-012. Per Figure 9-1 of the County General Plan the Project area is not located in a designated 'Timber Production Zone'. The County zoning for APN 007-110-012 is GF (General Forest). The proposed Project is consistent with the existing zoning and does not include any rezoning activities.

Access during construction, installation of the upstream detour, and bridge removal, will temporarily impact approximately 0.896 acre of lodgepole pine forest. Construction of the new bridge will permanently impact approximately 0.084 acre of lodgepole pine forest. The Project is expected to remove 27 lodgepole pines, 3 Jeffrey pines, and 2 white fir trees to support road approach work, the temporary detour, and RSP placement. The final tree removal determination will be made by the Sierra County Public Works Department. The Project would potentially convert 0.084 acre of lodgepole pine forest to non-forest use. Given the minor area converted the impact is less than significant.

- d) ***Less Than Significant Impact.*** See response to item c above.
- e) ***No Impact.*** The Project is not anticipated to involve other changes in the existing environment that could result in conversion of farmland or forest land.

Mitigation Measures: None needed.

5.2.3 Air Quality

III. AIR QUALITY— Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project area is located in the Mountain Counties Air Basin (MCAB), within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD). Most of the air pollution generated within the District comes from local motor vehicle emissions and dust emissions resulting from ground disturbance and wildfire.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_x) combine to form ground level ozone, or smog.

Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). Sierra County is currently has unclassified/ attainment status for all NAAQS. The County is in nonattainment status for the PM10 CAAQS. The NAAQS and CAAQS attainment status of Sierra County is presented in Table 1.

Table 1. Attainment Status for Sierra County

Pollutant	National Designation	State Designation
8-hour Ozone	Unclassified/ Attainment	Unclassified
PM ₁₀	Unclassified	Nonattainment
PM _{2.5}	Unclassified/ Attainment	Unclassified
CO	Unclassified/ Attainment	Unclassified
NO ₂	Unclassified/ Attainment	Attainment
SO ₂	Unclassified	Attainment
SO ₄	NA	Attainment
Lead	Unclassified/ Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

The Northern Sierra Air Quality Management District (NSAQMD) administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The NSAQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following District rules apply to the Project:

- **Rule 202 (Visible Emissions):** Prohibits the discharge of air containments for a period or periods aggregating more than three (3) minutes in any one (1) hour which is as dark or darker in shade as that designated as No. 1 on the Ringlemann Chart or such opacity as to obscure an observer's view to a degree equal to or greater to shade No. 1 on the Ringlemann Chart.
- **Rule 205 (Nuisance):** Prohibits the discharge of air containments which cause injury, detriment, nuisance, or annoyance.
- **Rule 207 (Particulate Matter):** A person shall not release or discharge into the atmosphere from any source or single processing unit, exclusive of sources emitting combustion contaminants only, particulate matter emissions in excess of 0.1 grains per cubic foot of dry exhaust gas at standard conditions.
- **Rule 210 (Specific Contaminants):** Limits the amount of sulfur carbon dioxide released in the atmosphere.
- **Rule 226 (Dust Control):** A dust control plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed on any project where more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed.
- **Rule 227 (Cutback and Emulsified Asphalt Paving Materials):** A person shall not discharge to the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of this Rule.

- **Rule 904 Asbestos Airborne Toxic Control Measure - Asbestos-Containing Serpentine:** Incorporates by reference the Asbestos Airborne Toxic Control Measure - Asbestos-Containing Serpentine adopted by the California Air Resources Board pursuant to Health and Safety Code Section 39666, as set forth in Section 93106 of Title 17 of the California Code of Regulations, effective July 19, 1991.

NSAQMD draft *Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects* (2009) provides emissions thresholds to be used in determining the significance of project emissions. The NSAQMD considers a significant cumulative impact to occur if the project requires a change in the existing land use designation (i.e., general plan) and would individually exceed the project-level thresholds of significance. Project level thresholds of significance for specific pollutants of concern are as follows:

- ROG: less than 136 lbs/day
- NOx: less than 136 lbs/day
- PM10: less than 36 lbs/day

Potential Environmental Effects

Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District’s *Road Construction Emissions Model (RCEM), Version 8.1.*. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The RCEM divides the project into four ‘Construction Periods:

- Grubbing/ Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Based on similar County road and bridge projects, the assumptions presented in Table 2 regarding type of construction equipment were used in the RCEM. Other Project assumptions used in the RCEM include a total six month construction schedule starting in 2019, and use of water trucks. Results of the RCEM based on the Project assumptions are in Table 2.

Table 2. Construction Equipment and Use Assumptions.

Construction Period	Equipment	
	Quantity	Type
Grubbing/ Land Clearing	2	Excavator
	1	Bulldozer
	1	Signal Board
Grading/Excavation	1	Crane
	1	Bulldozer
	2	Excavator
	1	Grader
	1	Roller
	1	Rubber Tired Loader
	1	Scraper

	1	Signal Board
	1	Backhoe
Drainage/Utilities/Sub-Grade	1	Air Compressor
	1	Generator Set
	1	Graders
	1	Plate Compactor
	1	Pump
	1	Forklift
	1	Scraper
	1	Signal Board
Paving	1	Backhoe
	1	Paver
	1	Paving Equipment
	1	Roller
	1	Signal Board
	1	Backhoe

Table 3. Estimated Construction Emissions

Project Phases	ROG lbs/day	CO lbs/day	NOx lbs/day	PM10 lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day
Grubbing/land clearing	1.24	10.20	14.24	10.61	0.61	10.0
Grading/excavation	4.57	33.64	50.13	12.34	2.34	10.0
Drainage/utilities/sub-grade	3.70	29.84	35.89	11.91	1.91	10.0
Paving	1.08	10.86	10.79	0.62	0.62	--
Maximum lbs/day	4.57	33.64	50.13	12.34	2.34	10.0
Significance Threshold	136	AAQS	136	136	N/A	N/A
Significant?	No	No	No	No	N/A	N/A

Notes: Data entered to emissions model: Project Start Year: 2019; Project Length (months): 6; Total Project Area (acres): 1.6; Total Soil Imported/Exported (yd³/day): 0. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

- a) **No Impact.** The proposed Project is identified in the Sierra County 2015 Regional Transportation Plan, Table 15 (Sierra County Top Priority Roadway and Bridge Projects, STIP/RTIP/FTIP Improvement Projects - 2014 RTIP). Projects included in the Regional Transportation Plan have been determined to be consistent with the planning goals of the State Implementation Plan.
- b) **Less Than Significant Impact.** The County is in nonattainment status for the PM10 CAAQS. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings.

Project construction would create short-term increases in ROG, NO_x, and PM₁₀ emissions from vehicle and equipment operation. The RCEM estimates are below the County's significance threshold of 136 lbs/ day each for of ROG, NO_x, and PM₁₀. The Project would not generate additional traffic on Salmon Lake Road. No increase in operational emissions will result from the Project.

- c) **No Impact.** See the response for items a) and b).
- d) **Less Than Significant Impact.** The Project would not generate additional traffic on Salmon Lake Road. No increase in operational emissions will result from the Project. No ultramafic soils, or soils with potential to contain naturally occurring asbestos, are mapped on the project site (NRCS 2017).
- e) **Less Than Significant Impact.** Construction activities would involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions.

Mitigation Measures: None needed.

5.2.4 Biological Resources

IV. BIOLOGICAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

or other approved local, regional, or state habitat conservation plan?

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the following Project technical reports:

- Natural Environment Study (NES, Sycamore Environmental 2017a)
- Wetland Study/ Jurisdictional Delineation Report (Sycamore Environmental 2017b)
- Biological Assessment (BA, Sycamore Environmental 2017c).

The NES/ Wetland Study is a standard Caltrans report format for documenting and evaluating the potential Project impacts to biological resources. The BA is prepared to support Endangered Species Act consultation with U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS). The NES and BA conclude the following regarding biological resources:

- The Project area is in the range and final designated critical habitat for the federal-endangered and state-threatened Sierra Nevada yellow-legged frog (SNYLF; *Rana sierrae*). The Project area does not provide aquatic breeding habitat for SNYLF. Nonbreeding habitat in the Project area is marginal due to a lack of nearby permanent water bodies. The Project area could provide nonbreeding habitat for SNYLF when sufficient water is present in Church Creek. Given the possibility for standing water to be present during construction and nearby records of SNYLF, the Project may affect, and is likely to adversely affect, SNYLF. The Project will not adversely modify SNYLF critical habitat. The Project may affect, but is not likely to adversely affect, SNYLF critical habitat.
- The Project area does not provide habitat for federal-listed or proposed plants.
- The Project will have no effect on other federal-listed or proposed species.
- The Project area is located in the Upper Yuba Hydrologic Unit (Hydrologic Unit Code 18020125). The Upper Yuba USGS hydrologic unit is designated as Essential Fish Habitat (EFH) for Pacific salmon as described in Amendment 14 of the Pacific Salmon Fishery Management Plan pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (NMFS 2014). The Project area is above New Bullard's Bar Dam, a complete barrier to fish. The Project area is not located within the boundaries of a Chinook salmon Evolutionarily Significant Unit (ESU) or a steelhead Distinct Population Segment (DPS) and does not occur in designated critical habitat. The Project will not result in any impacts which reduce the quality and/or quantity of EFH. The project will have no adverse effect to EFH.
- The Project area provides suitable habitat for California species of special concern southern long-toed salamander (*Ambystoma macrodactylum sigillatum*), foothill yellow-legged frog (FYLF; *Rana boylei*), and Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*).
- The Project area provides potential habitat for 13 special-status plants ranked by the California Native Plant Society (CNPS). No special-status plants were observed during the botanical survey

conducted during the evident and identifiable period. The Project will not affect special-status plant species.

- Five invasive plant species occur in the BSA (California Invasive Plant Council, Cal-IPC 2016). None of the invasive plants are rated as “High” by Cal-IPC (2016). Temporarily impacted areas in the Project area will be revegetated with native or sterile nonnative species to reduce the spread of invasive species. The limited scope of this Project precludes effective eradication of these invasive species from the Project area and surrounding areas.
- A preliminary jurisdictional delineation of wetlands and waters (separately bound) was conducted. Church Creek, three wetlands, and one ephemeral channel occur in the Project area. Water diversion, construction access, temporary detour construction, and removal of the existing bridge will temporarily impact an estimated 0.109 acre of Church Creek and 0.045 acre of wetland. The Project will permanently impact 14 square feet of Church Creek and 5 square feet of wetland as a result of RSP placement.

Caltrans initiated formal Section 7 consultation with USFWS. USFWS completed a Biological Opinion for the Project (15 August 2017). The USFWS concurred with the findings of the Project BA. The USFWS letter concludes that the Project may affect, but is not likely to adversely affect SNYLF and is not likely to jeopardize the continued existence of the SNYLF.

Biological communities that occur in the Project area and anticipated impacts are shown in Table 4 (Sycamore Environmental 2017a).

Table 4. Natural Communities and Potential Project Impacts

Biological Community	Acreage	Temporary Impact (acre)	Permanent Impact (acre)
Lodgepole Pine Forest	1.249	0.896	0.084
Church Creek	0.118	0.109	< 0.001
Ephemeral Channel	0.003	0	0
Wetlands	0.051	0.045	< 0.001
Dirt/Paved Surfaces ¹	0.337	--	--
Total:	1.758	1.050	0.084

¹No impacts are calculated for developed areas.

Potential Environmental Effects

a) **Potentially Significant Unless Mitigation Incorporated.**

Special-Status Plants: The Project area does not provide habitat for federal-listed plant species. The Project area provides potential habitat for 13 special-status plants ranked by the California Native Plant Society (CNPS). These species were not observed in the Project during a botanical survey conducted during the evident and identifiable period. No impacts will occur.

Southern Long-Toed Salamander (*Ambystoma macrodactylum sigillatum*): Southern long-toed salamander were not observed in the Project area during the biological survey. The Project area does not provide aquatic breeding habitat for southern long-toed salamander due to a lack of pond habitat. The closest pond habitat occurs around Lusk Meadows approximately 0.25 mile north of the Project site. The ponds around Lusk Meadows are small and the depth of the water may not be sufficient to avoid freezing in winter, reducing its suitability as breeding habitat for overwintering larvae.

The Project site provides marginal non-breeding upland habitat due to a lack of burrows and proximity to the nearest suitable breeding habitat. Southern long-toed salamander are typically found within 330 feet of breeding habitats, but longer migrations are known to occur. Downed woody debris and large boulders in the Project site could provide potential upland non-breeding habitat for southern long-toed salamanders.

Implementation of measure BIO-1 will ensure that Project impacts are less than significant. Measures BIO-3 and BIO-8 will also reduce potential impacts to Southern long-toed salamander.

Foothill Yellow-Legged Frog (*Rana boylei*): When flowing, Church Creek provides marginal habitat for FYLF due to lack of perennial water. FYLF were not observed in the Project area during the biological survey. The Project area occurs in the upper elevation limit of this species. No piers or abutments will be constructed below or within the OHWM of Church Creek. The Project will result in 0.109 acre of temporary impacts and less than 20 square feet of permanent impacts to Church Creek. Impacts will result from water diversion, access during construction, removal of the existing bridge, and construction of the temporary detour and new bridge. Implementation of measure BIO-2 will ensure that Project impacts are less than significant. Measures BIO-3 and BIO-8 will also reduce potential impacts to FYLF.

Sierra Nevada Yellow-Legged Frog (*Rana sierrae*, *SNYLF*): SNYLF was not observed in the Project area during the biological survey. The Project area does not provide aquatic breeding habitat for SNYLF. The Project area is located in SNYLF critical habitat subunit 2B (Gold Lake), which contains aquatic habitat for breeding and non-breeding activities and upland habitat for dispersal.

SNYLF breed in permanent water bodies, or those that are hydrologically connected to or in close proximity to permanent water bodies. Breeding habitat must provide permanent and sufficient water year-round to support the entire tadpole growth phase. Church Creek in the Project area has intermittent hydrology and does not provide sufficient, permanent water. Church Creek was flowing during a reconnaissance survey in April 2014, but lacked flowing water during field visits in August 2015 and July 2016. It is estimated that Church Creek goes dry by August.

The nearest permanent water bodies consist of Lower Salmon Lake and Upper Salmon Lake, which are approximately 0.25 mile and 1 mile southwest and west of the Project area, respectively. Both lakes are stocked with trout by CDFW annually to biannually. These two lakes are likely unsuitable as SNYLF breeding habitat due to the regular stocking of introduced predators. There are no CNDDDB records of SNYLF from these lakes. Goose Lake, Haven Lake, and adjacent smaller lakes are perennial features that occur approximately 1 to 1.7 miles north of the Project area. The CNDDDB record for three potential SNYLF populations correspond with these lakes.

Lusk Meadows occurs approximately 0.25 mile north of the Project area and appears to contain some perennial water. The depth of the water may not be sufficient to avoid freezing in winter, reducing its suitability as breeding habitat. Lusk Meadows is hydrologically connected to the Project area by Church Creek, but is not hydrologically connected to Goose Lake, Haven Lake, or the other nearby lakes with recent SNYLF occurrences.

The Project area provides potential aquatic nonbreeding habitat for SNYLF when water is present. Aquatic nonbreeding habitat should provide shelter, foraging, predator avoidance, dispersal, and over-wintering opportunities for SNYLF. Aquatic nonbreeding habitat for SNYLF usually occurs in the same locale as aquatic breeding habitat. SNYLF could use Church Creek for nonbreeding activities such as dispersal between aquatic breeding sites, shelter, and foraging opportunities when sufficient flowing water is present in spring or summer. SNYLF are typically located in deep lakes and perennial streams during the fall and while overwintering. Church Creek in the Project area does not provide over-wintering habitat for SNYLF.

SNYLF are unlikely to occur in dry upland habitat in the Project area. Studies indicate that in creek habitats, SNYLF are rarely found more than 3.3 feet from water and they occur in the stream more than 80 percent of the time.

Based on habitat requirements, SNYLF are only expected to potentially occur in Church Creek in the Project area when sufficient water is present. SNYLF could be present in Church Creek from spring until approximately August, the estimated time when the creek goes dry.

The potential for dispersing SNYLF in the Project area will be reduced by installing exclusion fencing and constructing during the dry season, when flows in Church Creek are minimal or absent. No piers or abutments will be constructed below the OHWM of Church Creek. The Project will result in 0.109 acre of temporary impacts and less than 20 square feet of permanent impacts to Church Creek. Areas that will be permanently impacted in the Project area are mostly limited to road shoulders in upland habitat. Permanent impacts will result from placement of RSP at the west abutment. The RSP will extend approximately 10 feet both up- and downstream of the bridge on both banks. The RSP will be keyed into the creek bed and will extend to top of bank underneath the bridge. The RSP will protect the footings from scour.

Temporary impacts will result from water diversion, access during construction, removal of the existing bridge, and construction of the temporary detour and new bridge. The BSA is sparsely to moderately vegetated. A total of 32 trees will be removed as a result of the Project. Of these trees to be removed, 11 are lodgepole pines that occur within 20 feet of Church Creek. Six of these trees have a dbh \leq 10 inches.

A Programmatic Biological Opinion (PBO) was developed for consultation between the USFS and USFWS for nine forest programs proposed in nine National Forests that support three listed amphibian species, including SNYLF. Road and trail maintenance is one of the nine forest programs evaluated for effects on SNYLF. The PBO provides conservation measures designed to reduce adverse effects to SNYLF that may result from road and trail maintenance projects. The Project will implement measures consistent with the USFS PBO (USFWS 2014) to avoid or minimize adverse impacts to SNYLF and its habitat. Implementation of the BIO-3, consistent with the USFS PBO, will reduce potential impacts to less than significant.

Migratory Birds and Birds of Prey: The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). One active Anna's hummingbird nest was observed in a lodgepole pine tree within the Project area during the biological fieldwork. Implementation of BIO-4 will reduce potential impacts to less than significant.

Bats: The existing Salmon Lake Road bridge provides potential roosting habitat for bats. Due to a lack of crevices, the bridge is most suitable as night roosting habitat. No bats or evidence of bats was observed during the surveys in the Project area. Bats could establish a night roost on the bridge prior to construction. Implementation of BIO-5 will reduce potential impacts to less than significant.

Sierra Nevada Snowshoe Hare (*Lepus americanus tahoensis*): Dense understory in the Project area provides habitat for Sierra Nevada snowshoe hare. No Sierra Nevada snowshoe hare were observed in the Project area during the biological fieldwork. Implementation of BIO-6 will reduce potential impacts to less than significant.

- b) ***Potentially Significant Unless Mitigation Incorporated.*** Church Creek, the ephemeral channel, and wetlands are habitats and natural communities of special concern in the Project area. Tree removal from the Lodgepole Pine forest within the project limits are discussed here. Church Creek, the ephemeral channel, and wetlands in the Project area are potential waters of the U.S and are discussed under item c below.

Approximately 1.249 acres of lodgepole pine forest occurs along Salmon Lake Road and the banks surrounding Church Creek in the Project area. Access during construction, installation of the upstream detour, and bridge removal, will temporarily impact approximately 0.896 acre of lodgepole pine forest. Construction of the new bridge will permanently impact approximately 0.084 acre of lodgepole pine forest. The Project is expected to remove 27 lodgepole pines, 3 Jeffrey pines, and 2 white fir trees due to road approach work, the temporary detour, and RSP placement. Implementation of BIO-7 will reduce potential impacts to less than significant. Measures BIO-3 and BIO-8 will also reduce potential impacts to lodgepole pine forest and native trees.

- c) ***Potentially Significant Unless Mitigation Incorporated.***

Church Creek: Church Creek is a natural community of special concern because it is a waters of the U.S. Water diversion, access during construction, installation of the upstream detour, and removal of the existing bridge will temporarily impact 0.109 acre of Church Creek. Placement of RSP at the west abutment will permanently impact 14 square feet of Church Creek. Half-ton RSP will be placed at both abutments. The RSP will extend approximately 10 feet both up- and downstream of the bridge on both banks. The RSP will be keyed into the creek bed and will extend to top of bank underneath the bridge. The RSP will protect the footings from scour. The approximate limits of RSP are shown on Figure 3. Implementation of BIO-8 will reduce potential impacts to less than significant.

Ephemeral Channel: Approximately 28 feet of an ephemeral channel occurs at the west end of the Project site. The Project will not result temporary or permanent impacts to the ephemeral channel. Implementation of BIO-7 and BIO-9 will further limit potential impacts.

Wetlands: Three wetlands occur in the Project area (Figure 3). Wetland 1 is a 0.029-acre wetland along the west bank of Church Creek, upstream of the existing bridge. Wetland 2 (0.017 ac) is located between the two eastern channels of Church Creek. Wetland 3 is a 0.005-acre wetland located on the north side of Salmon Lake Road, at the west end of the Project site. The wetland is located in a closed depression adjacent to a culvert inlet. Installation and removal of the upstream detour will temporarily impact 0.029 acre and 0.017 acre of Wetland 1 and Wetland 2, respectively. The Project will not result in temporary or permanent impacts to Wetland 3. Placement of RSP will permanently impact 5 square feet of Wetland 1. The Project will not result in any permanent impacts to Wetland 2 or Wetland 3. Implementation of BIO- Implementation of BIO-10 will reduce potential impacts to less than significant. Measures BIO-3 and BIO-7 will also reduce potential impacts to wetlands.

- d) ***Less Than Significant Impact.*** Construction of the Project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Although construction disturbance may temporarily hinder wildlife movements within the project area, the impact is less than significant due to its short-term nature.
- e) ***No Impact.*** The Project is not located in a County designated biological resource ‘Special Treatment Area’ (i.e. deer migration and or critical deer winter/ summer fawn areas). The Project is consistent with the County’s policies or ordinances protecting biological resources.
- f) ***No Impact.*** The Project is not located in an area covered by a habitat or natural community conservation plan.

Mitigation Measures:

Measure BIO-1 (Southern Long-Toed Salamander)

- *During construction, if a southern long-toed salamander is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the salamander to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the salamander has moved away from the construction zone.*

Measure BIO-2 (Foothill yellow-legged frog (FYLF))

- *During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has either moved away from the construction zone or will not be harmed by construction activities.*

Measure BIO-3 (Sierra Nevada yellow-legged frog (SNYLF))

- *All in-creek work below the OHWM for Church Creek will be restricted to the dry season (May 1 to October 15).*
- *At least 15 days prior to the date of initial ground disturbance at the Project, the County will submit to USFWS and CDFW the resume of the biologist(s) to conduct surveys and monitoring for SNYLF at the Project for approval. No ground disturbing activities or construction at the project*

will begin until the County has received written approval from USFWS and CDFW for the biologist(s) to conduct monitoring activities.

- *Environmental awareness training will be conducted by the Approved Biologist prior to the onset of project work for construction personnel. The training will include information on SNYLF, including its life history and habitat requirements. Emphasis will be placed on the suitable habitats and life stage requirements, and will include project maps showing areas where avoidance and minimization measures are being implemented. The training will include information on applicable Federal and State laws protecting endangered species and the importance of compliance with all avoidance and minimization measures.*
- *Prior to the start of construction, exclusion fencing will be installed to exclude SNYLF from the project site to the maximum extent practicable. Fence installation will be directed and monitored by the Approved Biologist(s), and will be field-fitted to account for onsite topography, substrate, etc. The exclusion fencing will remain in place and be maintained as necessary during active construction, including nearby material storage. The fencing will be removed upon project completion.*
- *If requested by USFWS or CDFW before, during, or upon completion of groundbreaking, tree and vegetation removal, and constructions activities, the County will provide access to the project site to personnel from one or both of these agencies to inspect potential project effects to SNYLF and its aquatic and upland habitats.*
- *The County will ensure an Approved Biologist will be on site during all activities that may result in take of SNYLF. These activities include, but are not limited to: vegetation removal, installation and removal of water diversion structures, grading and excavation adjacent to Church Creek, and construction below the OHWM of Church Creek if water is present. The Approved Biologist will also conduct preconstruction surveys, clearance surveys, and ensure compliance with all avoidance and minimization measures for SNYLF.*
- *The Approved Biologist will perform a clearance survey for SNYLF no more than thirty minutes prior to in-water work, initial ground disturbance, tree and vegetation removal, and understory vegetation clearing. Entrances and mouths of animal burrows, root wads, large cracks in the soil, logs, downed large branches, and other suitable aestivation and cover sites for SNYLF will be examined. If frogs are identified in the Project area, they shall be relocated to a suitable and safe location.*
- *The County will require all contractors and subcontractors to work within the specific boundaries of the project footprint, including construction, vehicle parking, and staging areas, and access routes identified in the project description and maps for the Project.*
- *To prevent the entrapment of SNYLF, all steep-walled holes, trenches, pits or any other excavated area more than 1-foot deep will be covered at the close of each working day with plywood or similar material, or provided with one or more escape ramps constructed of earthen fill or wooden planks.*
- *To eliminate the attraction of potential predators of SNYLF and avoid degradation of its habitat, the County will ensure all food-related trash items such as wrappers, cans, bottles, and food scraps are disposed of in closed containers.*
- *No pesticides or herbicides will be used at the Project without the written approval of USFWS and CDFW.*

- *To the extent practicable, nighttime construction will be minimized.*
- *Plastic monofilament netting ("poly netting") or similar material containing netting that could result in the entanglement or death of wildlife, including SNYLF, will not be used at the project site. Acceptable substitutes include coconut coir matting, blankets, or logs without plastic monofilament netting or coir nets, or tackified hydro-seeding compounds.*
- *Disturbed areas outside of the new bridge location and roadway approaches will be restored to pre-disturbance conditions, including grading to prior contours and reseeding or replanting with native grasses or other appropriate native plants.*
- *The Approved Biologist has the authority to suspend work if activities are identified that may result in take of a SNYLF. Suspended activities may continue once the SNYLF leaves the site of its own volition or is relocated by the Approved Biologist, USFWS, or CDFW to an appropriate release site using the general protocol listed below. The general protocol is as follows: (1) leave the non-injured frog alone if it is not in danger or (2) move the frog to a nearby secure location if it is in danger. These options are as follows:*
 - *When a SNYLF is encountered in the project site, the first priority will be to temporarily stop activities in the immediate surrounding area that are likely to result in harm, harassment, injury, or death of the individual as determined by the Approved Biologist. The Approved Biologist will then assess the situation to select a course of action that will minimize adverse effects to the frog.*
 - *If the Approved Biologist determines the appropriate course of action to prevent the immediate injury or death of a SNYLF is to move it, it will be captured and moved to the nearest secure, suitable habitat within USFS land that is not proposed for construction, tree or vegetation removal, or other activities. The Approved Biologist will monitor the frog for an appropriate period of time to ensure it does not re-enter the work area. The frog should not be moved outside of the area it would have traveled on its own. Only the Approved Biologist may capture and handle SNYLF. Nets or gloved hands may be used to capture the frog(s). To avoid transferring disease or pathogens between sites when handling the frog(s), the Approved Biologist will follow the appropriate recommendations in the Declining Amphibian Population Task Force Fieldwork Code of Practice (<https://www.fws.gov/ventura/docs/species/protocols/DAFTA.pdf>).*
 - *After the SNYLF is determined to be secure at the original location or it has been moved to a new location by the Approved Biologist, and USFWS or CDFW has not been involved, the County will contact the USFWS and CDFW at the earliest possible opportunity to report the encounter.*
- *The County will submit compliance reports on project-related construction prepared by the Approved Biologist within twenty (20) working days following the last field day of each construction season or within twenty (20) working days of any break in work lasting more than ten (10) working days. The reports will detail (1) dates that relevant project activities occurred; (2) pertinent information concerning the success of the project in implementing the conservation measures in the biological opinion, with attention to the status of the fencing; (3) an explanation of failure to meet such measures, if any; (4) known effects on the SNYLF; (5) occurrences of incidental take of the SNYLF and other listed species; (6) a precise accounting of the total acreage of habitat that has been permanently and temporally impacted; (7) information about changes in project implementation that result in habitat disturbance not described in the project description of*

the biological assessment and biological opinion; (8) documentation of employee environmental education; and (9) any other pertinent information, including photographs of the project.

- *The project contractor will be responsible for implementing erosion and sedimentation control measures that conform to Section 13 "Water Pollution Control" of Caltrans Standard Specifications (2015), BMPs consistent with the Caltrans Stormwater Quality Handbooks (2011), and for preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) that identifies the project-specific BMPs to be implemented during construction.*
- *The Approved Biologist will report sightings of any listed species, or sensitive wildlife including their sign, on the appropriate data sheets to the California Department of Fish and Wildlife Natural Diversity Data Base (CNDDDB).*
- *If pumps are used to temporarily divert the creek to facilitate construction, wire mesh not larger than 5 millimeters will be used to prevent entrainment or impingement of SNYLF. Water will be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures will be removed upon completion of the project.*
- *The County will contact USFWS and CDFW at the earliest possible opportunity to report the discovery of death or injury to a listed species that results from project related activities or is observed at the project site. Notification will include the date, time, and location of the incident or of the finding of a dead or injured frog clearly indicated on a USGS quad map and other maps at a finer scale, as requested by USFWS and CDFW, and any other pertinent information. Injured SNYLF will be cared for by the Approved Biologist(s). If USFWS or CDFW are not available for guidance, the Approved Biologist(s) will store the injured frog in a contaminant-free container with wet paper towels and holes for air circulation. Paper towels will be replaced once or twice a day as they become soiled. The injured frog will be cared for until USFWS and CDFW can be reached. If USFWS and CDFW cannot be reached by the end of the working day, the injured frog will be taken to the nearest wildlife rehabilitation center at the earliest possible opportunity. Dead SNYLF will be placed in a sealed plastic bag with a piece of paper containing information on precisely where and when the frog was found along with the name of the person who found it. The bag will be placed in a freezer located in a secure location until instructions are received from USFWS regarding the disposition of the specimen or USFWS takes custody of the specimen.*
- *Species removed from the lodgepole pine forest community (primarily mountain whitethorn, willow and lodgepole pine saplings, and native perennial herbs) to accommodate construction of the temporary detour will be planted in areas temporarily disturbed by construction. Plants will be planted above the high flow line of Church Creek to protect them from scouring flows.*

Measure BIO-4 (Migratory Birds and Birds of Prey)

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from 15 February to 31 August. The following measures will be implemented to protect birds-of-prey and birds protected by the Migratory Bird Treaty Act.

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

- *If construction begins outside the 15 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests.*

- *Trees scheduled for removal should be removed during the non-breeding season from 1 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Vegetation may be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.*
- *If construction or vegetation removal begins between 15 February and 31 August, a biologist shall conduct a survey for active bird of prey nests within 250 ft and active MTBA bird nests within 100 ft of the Project area from publicly accessible areas within one week prior to construction. The measures listed below shall be implemented based on the survey results.*

No Active Nests Found:

- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately:*
 1. *Stop all work within a 100-ft radius of the discovery.*
 2. *Notify the Engineer.*
 3. *Do not resume work within the 100-ft radius until authorized.*
- *The biologist shall establish a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey (see table below).*

Bird Species Protection Areas

<i>Protected Bird Type</i>	<i>Size of Protection Area (ESA)</i>
<i>Bird of prey</i>	<i>250 ft no-disturbance buffer</i>
<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>

- *Activity in the ESA will be restricted as follows:*
 1. *Do not enter the ESA unless authorized.*
 2. *If the ESA is breached, immediately:*
 - a. *Secure the area and stop all operations within 60 feet of the ESA boundary.*
 - b. *Notify the Engineer.*
 3. *If the ESA is damaged, County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*

- *The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific factors. If during the monitoring the biologist determines that disturbance to the active nest is occurring they will have authority to stop construction if they believe that .*
- *Between 15 February and 31 August, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*
- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest. If the biologist determines that disturbance to the active nest is occurring they will have authority to stop construction.*

Measure BIO-5 (Bats)

The following measures will be implemented to avoid and minimize impacts to bats:

- *Within the year prior to construction, the bridge shall be inspected for bats and/or bat sign. If evidence of bats is observed, exclusion measures using one-way exits shall be implemented. Bat exclusion must be complete prior to installation of netting for bird exclusion.*
 - *Exclusion devices shall be installed between 1 September and 1 November, which is outside of the maternity and hibernation season.*
 - *If it is determined that the bats are not using the bridge as a maternity or hibernation site, exclusion devices may be installed at any time.*
 - *Exclusion devices shall remain in place until demolition of the bridge.*
- *If exclusion devices are not installed during the specified windows, a survey shall be conducted within 2 weeks prior to construction to determine bat use of the bridge.*
 - *If no bats and/or bat sign is observed, no further avoidance and minimization measures are necessary.*
 - *If it is determined that bats are using the bridge as a maternity or hibernation roost, CDFW shall be contacted to determine an appropriate avoidance buffer.*
 - *The avoidance buffer may be reduced if a qualified biologist monitors the construction activities and determines that no disturbance to the roost is occurring. Reduction of the buffer depends on the species of bat, the location of the roost relative to project activities, activities during the time the roost is active, and other project-specific conditions.*
 - *No work shall occur in the buffers until it is determined that the bats have left on their own, or until the end of the hibernation or maternity season, at which time exclusion devices can be installed.*
- *If it is determined that the bats are not using the bridge as a maternity or hibernation site, exclusion devices shall be installed a minimum of 48 hours prior to construction to ensure the bats have time to leave before construction begins.*

- *Exclusion devices shall remain in place until demolition of the bridge.*

Measure BIO-6 (Sierra Nevada Snowshoe Hare)

The following measures will be implemented to avoid and minimize impacts to Sierra Nevada snowshoe hare:

- *If construction commences prior to July 1, a survey for Sierra Nevada snowshoe hare will be conducted in the Project area within 2 weeks prior to construction.*
- *If an active nest is identified in the Project area, a minimum 100-ft ESA will be established around the nest. No construction activity shall be allowed in the ESA until the biologist determines the young are weaned and independent, the nest is no longer active, or until July 1.*
- *The ESA may be reduced if the biologist monitors construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.*

Measure BIO-7 (Lodgepole Pine Forest/ Trees)

- *Tree removal will be minimized to the extent possible. Prior to construction, the limits of staging will be marked with temporary fencing, flagging, or equivalent.*
- *Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond, the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *Temporarily impacted areas will be hydroseeded in accordance with the Revegetation Planting and Erosion Control Specifications (Appendix F) of the Project NES document.*

Measure BIO-8 (Church Creek)

- *During construction, water quality will be protected by implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks (2011) to minimize the potential for siltation and downstream sedimentation of Church Creek.*
- *Prior to the start of construction, a containment system will be installed to keep project-related debris from entering Church Creek.*
- *If pumps are used to temporarily divert the creek to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Potential contact between fish and pump will be minimized and/or avoided by constructing an open basin prior to commencing dewatering. The open basin will be inspected for fish, which will be salvaged and placed within Church Creek adjacent to the work zone.*
- *If creek diversion or dewatering is required, the contractor will prepare a creek diversion and dewatering plan that complies with any applicable permit conditions.*
- *A biological monitor will conduct a survey of the area to be dewatered immediately after installation of the dewatering device, prior to the continuation of dewatering activities. The*

monitor will use a net to capture trapped fish in the area to be dewatered. Captured fish will be released into Church Creek downstream of the active construction zone. Capturing of fish will continue during dewatering activities when fish are concentrated and easier to catch.

- All disturbed soils in the Project area will undergo erosion control treatment prior to October 15 and/or immediately after construction is terminated at the completion of the Project.
- A silt curtain/fence will be used around any in-water work area to minimize turbidity and sedimentation.
- Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channel areas to prevent transport of materials into Church Creek. The preferred distance is a minimum 60 feet from the wetted width of the river. A silt fence will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.
- The County will implement best management practices outlined in any authorizations or environmental permits issued for the Project.

Measure BIO-9 (Ephemeral Channels)

- Environmentally Sensitive Area (ESA) fencing will be placed around the ephemeral channel to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.

Measure BIO-10 (Wetlands)

- Environmentally Sensitive Area (ESA) fencing will be placed around Wetland 3 to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.

5.2.5 Cultural Resources

V. CULTURAL RESOURCES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Francis Heritage, LLC (Francis Heritage) prepared an Archaeological Survey Report (ASR) Project (Francis Heritage 2017) and Caltrans approved it on 4 August 2017. The ASR included a records search, literature review, an intensive pedestrian survey, and consultation with the Native American community and local preservation societies.

The archaeological Area of Potential Effects (APE) was drawn to encapsulate the maximum area needed for the construction of this project. Because ground-disturbing work will occur as a result of implementing the proposed project, the proposed project has the potential to affect historic and prehistoric cultural resources, including any historic properties within the APE, if present.

An intensive pedestrian survey was conducted of the APE on 16 July 2016. No historic or prehistoric materials were identified.

Potential Environmental Effects

- a) ***No Impact.*** An intensive pedestrian survey and records search were conducted in support of the ASR. No historic or prehistoric archaeological resources were discovered in the Project area (Francis Heritage 2017). A 1960s trash scatter was observed in the APE. It that appears to be associated with camping and is approximately 50 years old but lacks specific associations the would make it eligible for listing on the State or National registers. No eligible built environment resources occur in the Project area.
- b) ***No Impact.*** See response to item a) above.
- c) ***Less Than Significant Impact.*** A query of the University of California, Museum of Paleontology (UCMP) was run to determine if any fossils are known to occur in or near Project Area. The query returned 5 fossil records in Sierra County (UCMP 2017). There are no recorded fossil locations in the Project area (UCMP 2017).

There is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. Adherence to the existing procedures identified in State Health and Safety Code Section 7050.5, Public Resources Code Section 5097.9, and *Public Resources Code Section 5097.5* are required for all County projects with possibility of accidental discoveries.

- d) ***Less Than Significant Impact.*** The Project ASR documents that no cemeteries or burials were observed or known within the project study area (Francis Heritage 2017). There is the possibility of accidental discoveries of human remains during construction-related ground-disturbing activities. Adherence to the existing procedures identified in State Health and Safety Code Section 7050.5, Public Resources Code Section 5097.9, and *Public Resources Code Section 5097.5* are required for all County projects with possibility of accidental discoveries.

5.2.6 Tribal Cultural Resources

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. Tribal Cultural Resources:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

On 18 April 2016 Sierra County sent AB 52 consultation invitation letters to the three tribes that had requested consultation, including:

- Greenville Rancheria of Maidu
- Tsi Akim Maidu (letters sent to the Chairperson and Cultural Director)
- United Auburn Indian Community (UAIC)

The Greenville Rancheria sent a reply on 3 May 2016. No other responses were received from any individual or group to the initial contact letter. Follow-up consultation, consisting of a detailed letter prepared by Francis Heritage pursuant to NAHC guidance, was sent to the three tribes listed above on 4 August 2016. One response letter (dated 25 August 2016) was received from the United Auburn Indian Community of the Auburn Rancheria (UAIC). The UAIC requested copies of environmental documents and to be contacted if any Native American cultural resources are found in or around the project area.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** The County consulted with three tribes under AB 52. No tribal cultural resources were identified during the consultation with the tribes listed above.

5.2.7 Geology and Soils

VII. GEOLOGY AND SOILS—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Regional Geology:

Information related to the regional and local geology of the site is contained in the Project *Draft Type Selection Report* (MGE 2016). The Project site is located within the Sierra Nevada geomorphic province of California. Published geologic mapping shows surface materials at the site mapped as Quaternary-aged alluvium described as unconsolidated silt, clay, sand, and gravel. These deposits are mapped over an area within the low water crossing and generally along Independence Lake Road north to SR 89. West of the Project site surface materials are mapped as Quaternary-aged glacial deposits and are described as undivided glacial till, moraine, and outwash deposits.

Pliocene-aged volcanic rocks are shown underlying the area to the east of the creek channel. These materials are described as pyroclastic rocks. Alluvium within and along the low water crossing is predominantly sand, gravel, cobbles, and boulders. The alluvial deposits appear to be recent and unconsolidated (MGE 2016).

Seismicity: Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault

displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards.

No mapped Alquist-Priolo Earthquake Fault Zones occur in Sierra County. Surface fault rupture is associated with being located on or within close proximity of an active fault. Because the County is not within, and does not cross, an Alquist-Priolo Earthquake Fault Zone, the risk of surface fault rupture within the County is considered low.

Sierra County is not located in a seismic hazard zone (Alquist-Priolo Earthquake Fault Zone) and is not considered to be at risk from landslides as a result of active faulting. Portions of the County with steep slopes (20 percent or greater) have an increased potential for non-seismic related landslides/ snow slides associated with high rainfall or snowmelt.

Potential Environmental Effects

- a) ***a-i) No Impact.*** No mapped Alquist-Priolo Earthquake Fault Zones occur in Sierra County (California Department of Conservation 2017b). Surface fault rupture is associated with being located on or within close proximity of an active fault. Because the County is not within, and does not cross, an Alquist-Priolo Earthquake Fault Zone, the risk of surface fault rupture within the County is considered low.
- a-ii) No Impact.*** The Project is not in a seismic hazard zone (California Department of Conservation 2017b).
- a-iii) No Impact.*** No portion of Sierra County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, Sierra County and the Project site are not considered to be at risk from earthquake-liquefaction hazards.
- a-iv) No Impact.*** No portion of Sierra County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, Sierra County and the Project site are not considered to be at risk from earthquake-induced landslides.
- b) ***Less Than Significant Impact.*** Measures BIO-3, BIO-7, and BIO-8 will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff best management practices (BMPs). Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.
- c) ***Less Than Significant Impact.*** No fault traces, landslides, or other geologic hazards are mapped crossing or directly adjacent to the Project site (MGE 2016). Soils on site are considered of low susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse.

- d) **Less Than Significant Impact.** Expansive soils that may swell enough to cause problems with paved surfaces are generally clays classified as CH, MH, or OH by the Unified Soil Classification System (USCS), and with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual (2012) defines an expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2012).

USCS classification for the soils in the Project area is well graded gravel with silty clay or sand (GW-GC) (MGE 2016). This soil type is not generally known to be expansive. The Project is being designed in accordance with the Caltrans Highway Design Manual which includes consideration of expansive soils as applicable. Project impacts are less than significant.

- e) **No Impact.** The proposed Project is a surface transportation project. Septic tanks and alternative wastewater disposal systems are not part of the Project.

5.2.8 Greenhouse Gas Emissions

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

Environmental Setting

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of Salmon Lake Road and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

CEQA does not provide explicit directions on addressing climate change. It requires lead agencies identify project GHG emissions impacts and their “significance,” but does not define what constitutes a “significant” impact. Not all projects emitting GHG contribute significantly to climate change. CEQA authorizes reliance on previously approved plans (i.e., a Climate Action Plan (CAP), etc.) and mitigation programs adequately analyzing and mitigating GHG emissions to a less than significant level. Sierra County does not have an adopted CAP or similar program-level document; therefore, the project’s GHG emissions must be addressed at the project-level.

The Northern Sierra Air Management District was formed in 1986 by the merging of the Air Pollution Control Districts of Nevada, Plumas and Sierra Counties (NSAQMD). The (NSAQMD) has not established Thresholds of Significance for construction or operational related GHG emissions. Given the lack of locally adopted GHG emissions significance thresholds the Placer County Air Pollution Control District (Placer APCD) thresholds are being used here. Placer APCD GHG Emissions Significance Thresholds are listed in Table 5. The NSAQMD was contacted on 22 Aug 2017 and verified that use of the Placer APCD GHG Emissions Significance Thresholds is appropriate for this Project.

On October 13, 2016, the Placer APCD Board of Directors adopted the Review of Land Use Projects under CEQA Policy (Policy). The Policy establishes the thresholds of significance for criteria pollutants as well as greenhouse gases and the review principles which serve as guidelines for the Placer APCD staff when the Placer APCD acts as a commenting agency to review and comment on the environmental documents prepared by the lead agencies. In developing the thresholds, the Placer APCD took into account health-based air quality standards and the strategies to attain air quality standards, historical CEQA project review data in Placer County, statewide regulations to achieve emission reduction targets for GHG, and the special geographic and land use features in Placer County.

The Placer APCD approach to developing significance thresholds for GHG emissions is to identify the emissions level for which a project would be expected to substantially contribute a mass amount of emissions and would conflict with existing statewide GHG emission reduction goal adopted by California legislation. The Placer APCD has developed a 3-step process for determining significance which includes 1) a bright-line threshold, 2) a De Minimis level, and 3) an efficiency matrix for projects that fall between the Bright-line and the De Minimis level. The Placer APCD also proposes using the bright-line threshold of 10,000 MT CO₂e/yr for determining the level of significance for the land use construction phase of a Project. The State of California set the goal to reduce GHG emissions without limiting population and economic growth. The Placer APCD concept is to look for a reasonable threshold which would capture larger-scale projects with significant GHG emission contributions which should implement mitigation.

Table 5. Placer APCD 2016 Approved GHG Emissions Significance Thresholds.

Greenhouse Gas Thresholds			
Bright line threshold 10,000 Metric Tons (MT) CO ₂ e/yr			
Efficiency Matrix			
Residential		Non-Residential	
Urban	Rural	Urban	Rural
(MT CO ₂ e/capita)		(MT/CO ₂ e/1,000 sf)	
4.5	5.5	26.5	27.3
De Minimis Level 1,110 (MT) CO₂e/yr			

Potential Environmental Effects

- a) **Less Than Significant Impact.** The proposed Project does not increase the capacity of Salmon Lake Road and would not increase operational GHG levels. Construction of the proposed Project would generate short-term emissions of greenhouse gases. The Sacramento Metropolitan Air

Quality Management District (SMAQMD's) Road Construction Emissions Model, Version 8.1.0 was utilized to estimate CO2e from construction of the proposed Project. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The Road Construction Emissions Model results indicate Project construction is estimated to produce a maximum of approximately 6,851 kg per day of CO2e or a total for the Project of approximately 309 metric tons (MT) of CO2e over the assumed 6 month construction period. On a yearly basis this equals approximately 618 metric tons of CO2e per year.

CO2e emissions associated with construction are temporary. Construction emissions would be well below the Placer APCD GHG construction threshold of 10,000 metric tons of CO2e per year. Project impacts are considered less than significant.

- b) **Less Than Significant Impact.** The NSAQMD has not yet adopted a qualified plan, policy, or regulation to reduce GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is Assembly Bill (AB) 32, which codified the State's future GHG emissions reduction targets.

The California Global Warming Solutions Act establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. CARB's Scoping Plan includes measures to achieve the GHG reductions in California required by the California Global Warming Solutions Act. Measures included in the Scoping Plan would indirectly address GHG emission levels associated with construction activities, including the phasing-in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a low-carbon fuel standard. Policies formulated under the mandate of the California Global Warming Solutions Act that are applicable to construction-related activity, either directly or indirectly, are assumed to be implemented statewide and would affect the proposed project if those are policies are implemented before construction begins. The proposed Project's construction emissions would comply with any mandate or standards set forth by the Scoping Plan. Therefore, it is assumed that project construction would not conflict with the Scoping Plan.

As discussed in the Air Quality section, it is anticipated that the proposed Project would not change current operational emissions. The Project's construction related GHG emissions are well below the Placer APCD GHG construction threshold of 10,000 metric tons of CO2e per year. Implementation of the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.2.9 Hazards and Hazardous Materials

IX. HAZARDS AND HAZARDOUS MATERIALS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list’) was conducted. No listed hazardous materials or waste sites were reported within or near the Project site. The Project Initial Site Assessment revealed no evidence of recognized environmental conditions (REC).

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) ***Less Than Significant Impact.*** No listed hazardous materials or waste sites were reported during a database review for hazardous materials sites within or near the project compiled pursuant to Government Code Section 65962.5 (The Cortese list’). Treatment of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- c) ***No Impact.*** No existing or proposed schools occur within 0.25 mile of the Project site. As noted above, the Project would involve the short- term handling of hazardous materials during

construction. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.

- d) **No Impact.** See response to item b) above.
- e) **No Impact.** The Project is not located within two miles of a public airport or public use airport.
- f) **No Impact.** See response of item e) above.
- g) **Less Than Significant Impact.** Salmon Lake Road will remain open to traffic during construction as there is no reasonable detour available. A temporary detour will be constructed immediately north (upstream) of the existing bridge to accommodate traffic during construction. The County or its construction contractors will conduct early coordination with law enforcement and emergency service providers to ensure minimal disruption to service during construction. Project impacts are less than significant.
- h) **Less Than Significant Impact.** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury or death involving wildland fires. Project construction activities would be coordinated with local law enforcement and emergency services providers.

5.2.10 Hydrology and Water Quality

X. HYDROLOGY AND WATER QUALITY—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The Project is in the Upper Yuba River Hydrologic Unit (Hydrologic Unit Code 18020125). Elevation in the Project area ranges from approximately 6,425 to 6,455 ft. above sea level. The Project area gradually slopes toward Church Creek.

Church Creek is not listed as a 303(d) waterbody in the Final California 2012 Integrated Report (303(d) List/305(b) Report) (SWRCB 2017).

The FEMA Flood Insurance Rate Map (FIRM) dated 2 March 2005 (panel 06063C1525E) show that the Project is located in Zone X area (FEMA 2005). Zone X identifies “Areas determined to be outside the 0.2% annual chance of floodplain.”

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Project grading, equipment operations/ maintenance include the use of fuels, lubricants, batteries, and coolants and may generate construction debris. These are the primary Project activities and materials that have the potential to pollute stormwater.

Church Creek is not listed as a 303(d) waterbody in the Final California 2012 Integrated Report (303(d) List/305(b) Report) (SWRCB 2017).

Measures BIO-3, BIO-7, and BIO-8 contain actions that reduce potential impacts to water quality as well as biological resources. Water quality objectives will be met through adherence to measures BIO-3, BIO-7, and BIO-8 and other construction provisions, precautions, and stipulations as described in the Section 404 CWA permit, Section 401 CWA Water Quality Certification, and 1602 Streambed Alteration Agreement.

Implementation of the revegetation measures and water quality in measures BIO-3, BIO-7, and BIO-8 as well as adherence to Project permit requirements will ensure long-term soil stabilization and protect of water quality during construction.

- b) ***No Impact.*** The Project would not involve any withdrawals from an aquifer or groundwater table.
- c) ***Less Than Significant Impact.*** The Project is the replacement of an existing structure and will not alter the course of the Church Creek and will not substantially change rate or amount of surface runoff present.

Implementation of the revegetation measures and water quality measures BIO-3, BIO-7, and BIO-8 as well as adherence to Project permit requirements will ensure long-term soil stabilization and protect water quality during construction.

- d) ***Less Than Significant Impact.*** See response to item a) and c) above.

- e) **Less Than Significant Impact.** The Project would not provide additional sources of runoff compared with the existing bridge. The minor increase of impervious surface area resulting from construction of the approaches and wider bridge deck is not expected to contribute to a substantial increase in water runoff from the site.
- f) **No Impact.** No additional impacts other than those discussed above are anticipated.
- g) **No Impact.** The Project is a bridge replacement project, and no housing development is associated with the Project.
- h) **Less Than Significant Impact.** The FEMA Flood Insurance Rate Map (FIRM) dated 2 March 2005 (panel 06063C1525E) show that the Project is located in Zone X area (FEMA 2012). Zone X identifies “Areas determined to be outside the 0.2% annual chance of floodplain.”
Caltrans design requirements specify that new structures should provide a minimum of 2 feet of freeboard above the design high water surface elevation (50-year event), and pass the 100-year event. The 50-year and 100-year water surface elevations appear to be above the existing bridge soffit. The proposed soffit elevation results in freeboard clearances of 1.22 feet and 0.96 feet above the 50 and 100-year events respectively. The freeboard for the 50-year event does not meet the 2 feet minimum Caltrans requirement. A design exception will be needed in order to maintain adequate sight distance and access to an existing road without major improvements. The proposed structure provides improved flood flow conveyance. Project impacts are less than significant.
- i) **No Impact.** The Project does not involve activities associated with dams or levees and would not expose people to higher levels of risk involving flooding.
- j) **No Impact.** The Project is not in an area subject to seiche or tsunami.

5.2.11 Land Use and Planning

XI. LAND USE AND PLANNING—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Sierra County General Plan is the relevant land use plan for the project area.

Potential Environmental Effects

- a) **No Impact.** The Project proposes to replace the existing bridge on substantially the same alignment and would not physically divide an established community.
- b) **No Impact.** The Project would not conflict with the goals, objectives or policies intended to mitigate environmental impacts adopted in the Sierra County General Plan.
- c) **No Impact.** The Project does not occur in an area covered by a habitat or natural community conservation plan.

5.2.12 Mineral Resources

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

Environmental Setting

The Project parcel is not located in a ‘Mineral Extraction Special Treatment Area’ per General Plan Figure 1-3 (Sierra County 1996). The Project area is not shown on General Plan Figure 11-1 (Existing Operating & Semi-Active Mines, Sierra County 1996).

Potential Environmental Effects

- a) **No Impact.** The Project would not impact the availability of mineral resources that are locally important or would be of value to the State.
- b) **No Impact.** See response to item a).

5.2.13 Noise

XIII.NOISE—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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 expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Environmental Setting

The 1996 Sierra County General Plan Noise Element establishes policies and standards for noise exposures at noise sensitive land uses. The Noise Element defines noise sensitive uses to include schools, parks, hospitals and nursing homes. The goals of the Noise Element include:

- To protect County residents from harmful and annoying effects of exposure to excessive noise.
- To preserve the rural noise environment of the County and surrounding areas.
- To protect the economic base of the County by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Part 35.13 (a) of the Sierra County Code states:

- *(a) Noise, Dust and Debris: Each permittee shall conduct and carry out work authorized in such a manner as to avoid unnecessary inconvenience and annoyance to the general public and occupants of adjoining property. The permittee shall take appropriate measures, as may be required, to reduce to the fullest extent practicable in the performance of the work, noise, dust and unsightly debris. During the hours of 7:00 p.m. to 7:00 a.m., the permittee shall not use any tool, appliance, or equipment producing noise of sufficient volume to disturb the sleep or repose of occupants of neighboring property, without the express written permission of the Director.*

Potential Environmental Effects

- a) ***(Construction Noise) Less Than Significant Impact.*** Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. The closest residence is located approximately 560 ft north of the Project area. While night and weekend construction is not scheduled, construction would comply with Part 35.13 (a) of the Sierra County code.
- (Operational Traffic Related Noise) Less Than Significant Impact.*** The Project does not increase the capacity of Salmon Lake Road. The Project will not increase operational noise levels and is considered a less than significant impact.

- b) **Less Than Significant Impact.** Project construction includes activities, such as operation of large pieces of equipment (e.g., heavy trucks) which may result in the periodic, temporary generation of ground-borne vibration. Because the Project would not expand the roadway or change the way in which it is used, an increase in ground-borne vibration associated with use of the road would not change from the current condition. Given the nature of any potential ground-borne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.
- c) **No Impact.** The Project is not traffic- or growth inducing and would not change the way in which the roadway is used. The Project would not contribute to a substantial permanent increase in the ambient noise level in the project vicinity.
- d) **Less Than Significant Impact.** Construction activities would increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, weather, time of day, and other factors. However, these increases would be temporary. Construction would comply with Part 35.13 (a) of the Sierra County code.
- e) **No Impact.** The Project is not located within an airport land use plan area or within two miles of a public or public use airport.
- f) **No Impact.** See response to item e) above.

5.2.14 Population and Housing

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

Environmental Setting

The Project is the replacement of an existing bridge and will not increase the capacity of the Salmon Lake Road.

Potential Environmental Effects

- a) **No Impact.** The Project will not result in population growth, the displacement of existing any housing, or a need for new housing.
- b) **No Impact.** See response to item a).

c) **No Impact.** See response to item a).

5.2.15 Public Services

XV. PUBLIC SERVICES—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Fire protection to the Project area is provided by the Sierra City Fire Protection District, police protection in the area is provided by the Sierra County Sheriff’s Department. The County maintains public facilities including the project area roadways and bridges.

Potential Environmental Effects

a) **No Impact.** Replacement of the bridge would not increase human presence in the area. No new or physically altered governmental facilities would be needed.

5.2.16 Recreation

XVI. RECREATION:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Environmental Setting

There are no designated recreation facilities within the Project area. Salmon Lake Road provides access to the Tahoe National Forest managed Salmon Lake Boat Ramp on Upper Salmon Lake and Lower Salmon Lake. There is a trail head located at Upper Salmon Lake. The Tahoe National Forest is a mixed use forest and supports a variety of uses include timber production, passive and active recreation, mining, grazing, etc.

Potential Environmental Effects

- a) **No Impact.** The Project is the replacement of an existing bridge and will not increase the capacity of Salmon Lake Road. The Project would not increase the use of existing parks in the area and does not include the construction of any recreational facilities. Salmon Lake Road will remain open to traffic during construction as there is no reasonable detour available. A temporary detour will be constructed immediately north (upstream) of the existing bridge to accommodate traffic during construction.
- b) **No Impact.** The Project does not include the construction of any recreational facilities and would not require the expansion of existing recreational facilities.

5.2.17 Transportation/Traffic

XVII. TRANSPORTATION/TRAFFIC—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Environmental Setting

The Project is located in a rural setting with low traffic volumes. Salmon Lake Road is not classified per Figure 2 (Functional Classification Maps) of the Sierra County 2015 Regional Transportation Plan. Salmon Lake Road is classified as a local road per Map 8F of the California Road System Maps (Caltrans 2017b). Traffic on Salmon Lake Road is mainly related to recreational access to Upper Salmon Lake.

Potential Environmental Effects

- a) **No Impact.** The Project is the replacement of an existing bridge and will not increase the capacity of Salmon Lake Road.
- b) **No Impact.** See response to Item a) above.
- c) **No Impact.** The Project would not result in a change in air traffic patterns.
- d) **No Impact.** The Project will replace an existing bridge designed to improve safety.
- e) **Less Than Significant Impact.** Salmon Lake Road will remain open to traffic during construction as there is no reasonable detour available. A temporary detour will be constructed immediately north (upstream) of the existing bridge to accommodate traffic during construction. Salmon Lake Road on either end of the existing bridge will support contractor staging needs. Additional staging will be available along approach roadways between the beginning and end of the temporary detour. Temporary construction easements will be needed for the temporary detour, as well as construction staging and access.

The County will require the construction contractor to submit a traffic management plan that maintains access to properties throughout construction. Project construction activities would be coordinated with local law enforcement and emergency services providers.

- f) **No Impact.** The Project would not result in an increase in demand for parking in the vicinity of the Project.
- g) **No Impact.** Figure 5 (Proposed Bicycle Facilities) of the Sierra County 2012 Bicycle Plan prepared and adopted by the Sierra County Transportation Commission does not show any future projects on Salmon Creek Road. In terms of pedestrian circulation, there are limited sidewalks in the communities of Loyalon and Downieville. Sierra County has many trails, both primitive and maintained, scattered throughout the National Forests.

5.2.18 Utilities/ Service Systems

XVIII. UTILITIES AND SERVICE SYSTEMS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

There are no underground or overhead utilities within the Project site. No utility relocation will occur.

Potential Environmental Effects

- a) ***No Impact.*** The Project is a bridge replacement project and would not produce additional wastewater and would not exceed the applicable wastewater treatment requirements.
- b) ***No Impact.*** The Project would not increase the demand on existing water or wastewater treatment facilities.
- c) ***Less than Significant Impact.*** The Project may involve reconfiguration of the roadside drainage system within the project area. The facilities will convey approximately the same capacity as the existing system.
- d) ***No Impact.*** The Project would not require water service.
- e) ***No Impact.*** The Project would not produce wastewater.
- f) ***No Impact.*** Solid waste generated by the Project would be limited to construction debris, including asphalt and concrete, generated by the excavation of existing roadway and construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills. Therefore, the Project would not generate the need for new solid waste facilities.
- g) ***No Impact.*** The Project would conform to all applicable state and federal solid waste regulations.

5.2.19 Mandatory Findings of Significance

XIX. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) <i>Potentially Significant Unless Mitigation Incorporated.</i> Through the use of Best Management Practices and the mitigation measures noted previously, the Project will not degrade the quality of the environment.</p> <p>b) <i>Less than Significant.</i> The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects or significantly contribute to a cumulative impact.</p> <p>c) <i>Less than Significant.</i> The Project would not result in substantial direct or indirect adverse effects from noise, either during project construction or operation, nor would it result in impacts to air quality, water quality or utilities and public services. Therefore the Project would not cause substantial adverse effects on human beings.</p>				

6. Report Preparation and References

6.1 Report Preparation

Sierra County, Department of Public Works– CEQA Lead Agency

Bryan Davey, Transportation Planner Project Manager

MGE Engineering, Inc.

Robert “Bob” Sennett, P.E. Vice President, Senior Engineer

Stephen Hawkins, P.E. Project Manager

Sycamore Environmental Consultants, Inc.

Jeffery Little Vice President, Principal In Charge

Jessica Orsolini Senior Wildlife Biologist, Project Manager

Adam Forbes Planner

Aramis Respall CAD/GIS Analyst

6.2 References

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Sycamore Environmental Consultants, Inc. September 2017 (2017d). Scenic Resource Evaluation and Visual Impact Assessment Memo for the Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project. Federal Aid Number: BRLO-5913 (059). Sierra County, CA.

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Appendix A: Mitigation Monitoring and Reporting Plan

**MITIGATION MONITORING AND REPORTING PLAN
SALMON LAKE ROAD BRIDGE (13C0053) OVER CHURCH
CREEK REPLACEMENT PROJECT
(FEDERAL AID NUMBER: BRLO-5913 (059))**

CEQA LEAD AGENCY:

Sierra County

PREPARED:

November 2017

Introduction

The Sierra County Department of Public Works and Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Salmon Lake Road Bridge (13C0053) over Church Creek. The Project is located along Salmon Lake Road near the intersection of Gold Lake Highway, approximately 3.4 air miles northwest of the community of Bassetts in central Sierra County.

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

Regulatory Framework

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

Format of This Plan

Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure. Implementation of mitigation measures is ultimately the responsibility of the County; during construction, the delegated responsibility is shared by County's contractors

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
Biological Resources	BIO-1	<p>Southern Long-Toed Salamander</p> <ul style="list-style-type: none"> During construction, if a southern long-toed salamander is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the salamander to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the salamander has moved away from the construction zone. 	During Construction	Approved Biologist	Serra County/	Throughout Construction
Biological Resources	BIO-2	<p>Foothill yellow-legged frog (FYLF)</p> <ul style="list-style-type: none"> During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has either moved away from the construction zone or will not be harmed by construction activities. 	During Construction	Approved Biologist	Serra County/	Throughout Construction
Biological Resources	BIO-3	<p>Sierra Nevada yellow-legged frog (SNYLF)</p> <ul style="list-style-type: none"> All in-creek work below the OHWM for Church Creek will be restricted to the dry season (May 1 to October 15). At least 15 days prior to the date of initial ground disturbance at the Project, the County will submit to USFWS and CDFW the resume of the biologist(s) to conduct surveys and monitoring for SNYLF at the Project for approval. No ground disturbing activities or construction at the project will begin until the County has received written approval from USFWS and CDFW for the biologist(s) to conduct monitoring activities. Environmental awareness training will be conducted by the Approved Biologist prior to the onset of project work for construction personnel. The training will include information on SNYLF, including its life history and habitat requirements. Emphasis will be placed on the suitable habitats and life stage requirements, and will include project maps showing areas where avoidance and minimization measures are being implemented. The training will include information on applicable Federal and State laws protecting endangered species and the importance of compliance with all avoidance and minimization measures. Prior to the start of construction, exclusion fencing will be installed to exclude SNYLF from the project site to the maximum extent practicable. Fence installation will be directed and monitored by the Approved Biologist(s), and will be field-fitted to account for onsite topography, substrate, etc. The exclusion fencing will remain in place and be maintained as necessary during active construction, including nearby material storage. The fencing will be removed upon project completion. If requested by USFWS or CDFW before, during, or upon completion of groundbreaking, tree and vegetation removal, and constructions activities, the County 	Pre-Construction and Construction Phases	Approved Biologist/ Sierra County	Approved Biologist/ Sierra County	Throughout Construction

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<p>will provide access to the project site to personnel from one or both of these agencies to inspect potential project effects to SNYLF and its aquatic and upland habitats.</p> <ul style="list-style-type: none"> • The County will ensure an Approved Biologist will be on site during all activities that may result in take of SNYLF. These activities include, but are not limited to: vegetation removal, installation and removal of water diversion structures, grading and excavation adjacent to Church Creek, and construction below the OHWM of Church Creek if water is present. The Approved Biologist will also conduct preconstruction surveys, clearance surveys, and ensure compliance with all avoidance and minimization measures for SNYLF. • The Approved Biologist will perform a clearance survey for SNYLF no more than thirty minutes prior to in-water work, initial ground disturbance, tree and vegetation removal, and understory vegetation clearing. Entrances and mouths of animal burrows, root wads, large cracks in the soil, logs, downed large branches, and other suitable aestivation and cover sites for SNYLF will be examined. If frogs are identified in the Project area, they shall be relocated to a suitable and safe location. • The County will require all contractors and subcontractors to work within the specific boundaries of the project footprint, including construction, vehicle parking, and staging areas, and access routes identified in the project description and maps for the Project. • To prevent the entrapment of SNYLF, all steep-walled holes, trenches, pits or any other excavated area more than 1-foot deep will be covered at the close of each working day with plywood or similar material, or provided with one or more escape ramps constructed of earthen fill or wooden planks. • To eliminate the attraction of potential predators of SNYLF and avoid degradation of its habitat, the County will ensure all food-related trash items such as wrappers, cans, bottles, and food scraps are disposed of in closed containers. • No pesticides or herbicides will be used at the Project without the written approval of USFWS and CDFW. • To the extent practicable, nighttime construction will be minimized. • Plastic monofilament netting ("poly netting") or similar material containing netting that could result in the entanglement or death of wildlife, including SNYLF, will not be used at the project site. Acceptable substitutes include coconut coir matting, blankets, or logs without plastic monofilament netting or coir nets, or tackified hydro-seeding compounds. • Disturbed areas outside of the new bridge location and roadway approaches will be restored to pre-disturbance conditions, including grading to prior contours and reseeding or replanting with native grasses or other appropriate native plants. • The Approved Biologist has the authority to suspend work if activities are identified that may result in take of a SNYLF. Suspended activities may continue once the 				

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<p>SNYLF leaves the site of its own volition or is relocated by the Approved Biologist, USFWS, or CDFW to an appropriate release site using the general protocol listed below. The general protocol is as follows: (1) leave the non-injured frog alone if it is not in danger or (2) move the frog to a nearby secure location if it is in danger. These options are as follows:</p> <ul style="list-style-type: none"> ○ When a SNYLF is encountered in the project site, the first priority will be to temporarily stop activities in the immediate surrounding area that are likely to result in harm, harassment, injury, or death of the individual as determined by the Approved Biologist. The Approved Biologist will then assess the situation to select a course of action that will minimize adverse effects to the frog. ○ If the Approved Biologist determines the appropriate course of action to prevent the immediate injury or death of a SNYLF is to move it, it will be captured and moved to the nearest secure, suitable habitat within USFS land that is not proposed for construction, tree or vegetation removal, or other activities. The Approved Biologist will monitor the frog for an appropriate period of time to ensure it does not re-enter the work area. The frog should not be moved outside of the area it would have traveled on its own. Only the Approved Biologist may capture and handle SNYLF. Nets or gloved hands may be used to capture the frog(s). To avoid transferring disease or pathogens between sites when handling the frog(s), the Approved Biologist will follow the appropriate recommendations in the Declining Amphibian Population Task Force Fieldwork Code of Practice (https://www.fws.gov/ventura/docs/species/protocols/DAFTA.pdf). ○ After the SNYLF is determined to be secure at the original location or it has been moved to a new location by the Approved Biologist, and USFWS or CDFW has not been involved, the County will contact the USFWS and CDFW at the earliest possible opportunity to report the encounter. <ul style="list-style-type: none"> ● The County will submit compliance reports on project-related construction prepared by the Approved Biologist within twenty (20) working days following the last field day of each construction season or within twenty (20) working days of any break in work lasting more than ten (10) working days. The reports will detail (1) dates that relevant project activities occurred; (2) pertinent information concerning the success of the project in implementing the conservation measures in the biological opinion, with attention to the status of the fencing; (3) an explanation of failure to meet such measures, if any; (4) known effects on the SNYLF; (5) occurrences of incidental take of the SNYLF and other listed species; (6) a precise accounting of the total acreage of habitat that has been permanently and temporally impacted; (7) information about changes in project implementation that result in habitat disturbance not described in the project description of the biological assessment and biological opinion; (8) documentation of employee environmental education; and (9) any other pertinent information, including photographs of the project. 				

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<ul style="list-style-type: none"> • The project contractor will be responsible for implementing erosion and sedimentation control measures that conform to Section 13 "Water Pollution Control" of Caltrans Standard Specifications (2015), BMPs consistent with the Caltrans Stormwater Quality Handbooks (2011), and for preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) that identifies the project-specific BMPs to be implemented during construction. • The Approved Biologist will report sightings of any listed species, or sensitive wildlife including their sign, on the appropriate data sheets to the California Department of Fish and Wildlife Natural Diversity Data Base (CNDDDB). • If pumps are used to temporarily divert the creek to facilitate construction, wire mesh not larger than 5 millimeters will be used to prevent entrainment or impingement of SNYLF. Water will be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures will be removed upon completion of the project. • The County will contact USFWS and CDFW at the earliest possible opportunity to report the discovery of death or injury to a listed species that results from project related activities or is observed at the project site. Notification will include the date, time, and location of the incident or of the finding of a dead or injured frog clearly indicated on a USGS quad map and other maps at a finer scale, as requested by USFWS and CDFW, and any other pertinent information. Injured SNYLF will be cared for by the Approved Biologist(s). If USFWS or CDFW are not available for guidance, the Approved Biologist(s) will store the injured frog in a contaminant-free container with wet paper towels and holes for air circulation. Paper towels will be replaced once or twice a day as they become soiled. The injured frog will be cared for until USFWS and CDFW can be reached. If USFWS and CDFW cannot be reached by the end of the working day, the injured frog will be taken to the nearest wildlife rehabilitation center at the earliest possible opportunity. Dead SNYLF will be placed in a sealed plastic bag with a piece of paper containing information on precisely where and when the frog was found along with the name of the person who found it. The bag will be placed in a freezer located in a secure location until instructions are received from USFWS regarding the disposition of the specimen or USFWS takes custody of the specimen. • Species removed from the lodgepole pine forest community (primarily mountain whitethorn, willow and lodgepole pine saplings, and native perennial herbs) to accommodate construction of the temporary detour will be planted in areas temporarily disturbed by construction. Plants will be planted above the high flow line of Church Creek to protect them from scouring flows. 				
Biological Resources	BIO-4	<p>Migratory Birds and Birds of Prey</p> <p>Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-</p>	Pre-Construction and Construction Phases	Approved Biologist/ Sierra County	Approved Biologist/ Sierra County	Once Prior to Construction and During Construction

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration						
		<p>prey is anticipated from 15 February to 31 August. The following measures will be implemented to protect birds-of-prey and birds protected by the Migratory Bird Treaty Act.</p> <p>Birds of Prey and Birds Protected by the Migratory Bird Treaty Act</p> <ul style="list-style-type: none"> • If construction begins outside the 15 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests. • Trees scheduled for removal should be removed during the non-breeding season from 1 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Vegetation may be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion. • If construction or vegetation removal begins between 15 February and 31 August, a biologist shall conduct a survey for active bird of prey nests within 250 ft and active MTBA bird nests within 100 ft of the BSA from publicly accessible areas within one week prior to construction. The measures listed below shall be implemented based on the survey results. <p><i>No Active Nests Found:</i></p> <ul style="list-style-type: none"> • If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary. <p><i>Active Nests Found:</i></p> <ul style="list-style-type: none"> • If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities or an injured or killed bird is found, immediately: <ul style="list-style-type: none"> ○ Stop all work within a 100-ft radius of the discovery. ○ Notify the Engineer. ○ Do not resume work within the 100-ft radius until authorized. • The biologist shall establish a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey. <p>Bird Species Protection Areas</p> <table border="1" data-bbox="493 1271 1182 1401"> <thead> <tr> <th><i>Protected Bird Type</i></th> <th><i>Size of Protection Area (ESA)</i></th> </tr> </thead> <tbody> <tr> <td><i>Bird of prey</i></td> <td><i>250 ft no-disturbance buffer</i></td> </tr> <tr> <td><i>MBTA protected bird (not bird of prey)</i></td> <td><i>100 ft no-disturbance buffer</i></td> </tr> </tbody> </table>	<i>Protected Bird Type</i>	<i>Size of Protection Area (ESA)</i>	<i>Bird of prey</i>	<i>250 ft no-disturbance buffer</i>	<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>				
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<i>MBTA protected bird (not bird of prey)</i>	<i>100 ft no-disturbance buffer</i>											

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<ul style="list-style-type: none"> • Activity in the ESA will be restricted as follows: <ul style="list-style-type: none"> ○ Do not enter the ESA unless authorized. ○ If the ESA is breached, immediately: <ul style="list-style-type: none"> ▪ Secure the area and stop all operations within 60 feet of the ESA boundary. ▪ Notify the Engineer. ○ If the ESA is damaged, County determines what efforts are necessary to remedy the damage and who performs the remedy. • No construction activity will be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest. • The size of an ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of ESA size depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific factors. • Between 15 February and 31 August, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented. • If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest. If the biologist determines that disturbance to the active nest is occurring they will have authority to stop construction 				
Biological Resources	BIO-5	<p>Bats</p> <p>The following measures will be implemented to avoid and minimize impacts to bats:</p> <ul style="list-style-type: none"> • Within the year prior to construction, the bridge shall be inspected for bats and/or bat sign. If evidence of bats is observed, exclusion measures using one-way exits shall be implemented. Bat exclusion must be complete prior to installation of netting for bird exclusion. <ul style="list-style-type: none"> ○ Exclusion devices shall be installed between 1 September and 1 November, which is outside of the maternity and hibernation season. 	Pre-Construction	Sierra County	Sierra County	Prior Construction

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<ul style="list-style-type: none"> ○ If it is determined that the bats are not using the bridge as a maternity or hibernation site, exclusion devices may be installed at any time. ○ Exclusion devices shall remain in place until demolition of the bridge. • If exclusion devices are not installed during the specified windows, a survey shall be conducted within 2 weeks prior to construction to determine bat use of the bridge. <ul style="list-style-type: none"> ○ If no bats and/or bat sign is observed, no further avoidance and minimization measures are necessary. ○ If it is determined that bats are using the bridge as a maternity or hibernation roost, CDFW shall be contacted to determine an appropriate avoidance buffer. <ul style="list-style-type: none"> ▪ The avoidance buffer may be reduced if a qualified biologist monitors the construction activities and determines that no disturbance to the roost is occurring. Reduction of the buffer depends on the species of bat, the location of the roost relative to project activities, activities during the time the roost is active, and other project-specific conditions. ▪ No work shall occur in the buffers until it is determined that the bats have left on their own, or until the end of the hibernation or maternity season, at which time exclusion devices can be installed. • If it is determined that the bats are not using the bridge as a maternity or hibernation site, exclusion devices shall be installed a minimum of 48 hours prior to construction to ensure the bats have time to leave before construction begins. • Exclusion devices shall remain in place until demolition of the bridge. 				
Biological Resources	BIO-6	<p>Sierra Nevada Snowshoe Hare</p> <p>The following measures will be implemented to avoid and minimize impacts to Sierra Nevada snowshoe hare:</p> <ul style="list-style-type: none"> • If construction commences prior to July 1, a survey for Sierra Nevada snowshoe hare will be conducted in the Project area within 2 weeks prior to construction. • If an active nest is identified in the Project area, a minimum 100-ft ESA will be established around the nest. No construction activity shall be allowed in the ESA until the biologist determines the young are weaned and independent, the nest is no longer active, or until July 1. 	Pre-Construction	Approved Biologist/ Sierra County	Approved Biologist/ Sierra County	Prior to Construction as applicable

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<ul style="list-style-type: none"> The ESA may be reduced if the biologist monitors construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions. 				
Biological Resources	BIO-7	<p>Lodgepole Pine Forest/ Trees</p> <ul style="list-style-type: none"> Tree removal will be minimized to the extent possible. Prior to construction, the limits of staging will be marked with temporary fencing, flagging, or equivalent. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond, the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing. Temporarily impacted areas will be hydroseeded in accordance with the Revegetation Planting and Erosion Control Specifications (Appendix F) of the Project NES document. 	Pre-Construction and Construction Phases	Sierra County/ Contractor	Sierra County	Prior to and during Construction
Biological Resources	BIO-8	<p>Church Creek</p> <ul style="list-style-type: none"> During construction, water quality will be protected by implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks (2011) to minimize the potential for siltation and downstream sedimentation of Church Creek. Prior to the start of construction, a containment system will be installed to keep project-related debris from entering Church Creek. If pumps are used to temporarily divert the creek to facilitate construction, an acceptable fish screen must be used to prevent entrainment or impingement of small fish. Potential contact between fish and pump will be minimized and/or avoided by constructing an open basin prior to commencing dewatering. The open basin will be inspected for fish, which will be salvaged and placed within Church Creek adjacent to the work zone. If creek diversion or dewatering is required, the contractor will prepare a creek diversion and dewatering plan that complies with any applicable permit conditions. A biological monitor will conduct a survey of the area to be dewatered immediately after installation of the dewatering device, prior to the continuation of dewatering activities. The monitor will use a net to capture trapped fish in the area to be dewatered. Captured fish will be released into Church Creek downstream of the active construction zone. Capturing of fish will continue during dewatering activities when fish are concentrated and easier to catch. 	Pre-Construction and Construction Phases	Sierra County/ Contractor	Sierra County	Prior to and during Construction

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration
		<ul style="list-style-type: none"> All disturbed soils in the Project area will undergo erosion control treatment prior to October 15 and/or immediately after construction is terminated at the completion of the Project. A silt curtain/fence will be used around any in-water work area to minimize turbidity and sedimentation. Equipment will be refueled and serviced at designated construction staging areas. All construction material will be stored and contained in a designated area that is located away from channel areas to prevent transport of materials into Church Creek. The preferred distance is a minimum 60 feet from the wetted width of the river. A silt fence will be installed to collect any discharge, and adequate materials for spill cleanup will be kept on site. Construction vehicles and equipment will be maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease. The County will implement best management practices outlined in any authorizations or environmental permits issued for the Project. 				
Biological Resources	BIO-9	<p>Ephemeral Channels</p> <ul style="list-style-type: none"> Environmentally Sensitive Area (ESA) fencing will be placed around the ephemeral channel to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing. 	Pre-Construction and Construction Phases	Sierra County/ Contractor	Sierra County	Prior to and during Construction
Biological Resources	BIO-10	<p>Wetlands</p> <ul style="list-style-type: none"> Environmentally Sensitive Area (ESA) fencing will be placed around Wetland 3 to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing. 	Pre-Construction and Construction Phases	Sierra County/ Contractor	Sierra County	Prior to and during Construction

Appendix B: Comments and Responses

Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project (SCH # 2017102008)

Section 1. List of Comment Letters Received

Three (3) comment letters were received. Table 1 lists the names of the individuals, organizations, and agencies that provided comments on the Initial Study/Mitigated Negative Declaration. The letters are included, followed by a response to the comment(s).

Table 1. Comment Letters Received

Letter	Commenter
1	Central Valley Regional Water Quality Control Board
2	California Department of Fish and Wildlife
3	State Clearinghouse

Section 2. Responses to Comments

Comment Letter 1: Central Valley Regional Water Quality Control Board



EUMUND G. BROWN JR.
GOVERNOR



MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

BY _____ RECEIVED

24 October 2017

OCT 30 2017
SIERRA COUNTY
DEPT. OF PUBLIC WORKS

Bryan Davey
Sierra County
Department of Public Works and Transportation
101 Courthouse Square
Downieville, CA 95936

CERTIFIED MAIL
91 7199 9991 7035 8360 4374

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, SALMON LAKE ROAD BRIDGE (13C0053) OVER CHURCH CREEK REPLACEMENT PROJECT, SCH# 2017102008, SIERRA COUNTY

Pursuant to the State Clearinghouse's 3 October 2017 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 Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project, located in Sierra 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 Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.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 Activities (Construction General Permit), Construction General Permit Order No. 2009-009-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.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

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 (USACOE). If a Section 404 permit is required by the USACOE, 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 USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE 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 (i.e., discharge of dredge or fill material) 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.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE 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.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversight

Pursuant to the State Water Board’s Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency’s management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board’s website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

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 Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. 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 Risk 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 Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other

action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or 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 *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

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/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response 1: Central Valley Regional Water Quality Control Board

This letter reiterates standard requirements that are included in the MND document and mitigation measures. No response is necessary.

Comment Letter 2: CDFW

From: Hosea, Bob@Wildlife [<mailto:Bob.Hosea@wildlife.ca.gov>]
Sent: Tuesday, November 7, 2017 12:21 PM
To: Bryan Davey <bdavey@sierracounty.ca.gov>
Cc: Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>
Subject: Comments for Salmon Lake Road Bridge Replacement (SCH#2017102008)

Mr. Davey-

I have reviewed the Mitigated Negative Declaration (MND) prepared for the Salmon Lake Road Bridge Replacement Project (SCH# 2017102008) and have the following comments.

- 1) The project will require the filing of a Notification of Lake or Streambed Alteration with the California Department of Fish and Wildlife (CDFW). The proposed activities will have a significant impact on the bed, bank and channel of Church Creek at the site of the new proposed bridge.
- 2) Sierra County should apply for, and obtain an Incidental Take Permit (ITP) for both foothill yellow-legged, and Sierra Nevada yellow-legged frogs that could be impacted by the project. The foothill yellow-legged frog has been advanced to a candidate threatened species by the Fish and Game Commission and as such has the same protections as a listed species under the California Endangered Species Act. The Department's Biogeographic Information and Observation System (BIOS) indicates at least one observation of Sierra Nevada yellow-legged frog within 1.5 miles of the project site. Though not directly hydrologically connected to Church Creek the possibility, as noted in the MND, does exist that either foothill yellow-legged frogs or Sierra Nevada yellow-legged frogs may be present in Church Creek during certain times of the year. The mitigation measures identified in the MND include possible capture and subsequent relocation of individuals of either species should they be encountered during preconstruction surveys or even during the course of construction. The California Fish and Game Code defines "Take" as to hunt, pursue, catch, capture or kill, or to attempt to hunt pursue, catch, capture or kill. Any activity related to relocation of any individuals of either species would be considered as "take" and would require the issuance of an ITP by CDFW.
- 3) Raptors nesting even beyond a 250 foot Environmentally Sensitive Area (ESA) may be adversely impacted by commencement of construction activities. CDFW would recommend that surveys for nesting raptors extend outward from the boundaries of the project site for a distance of ¼ mile. If nesting raptors are observed within this ¼-mile radius zone, prior to the start of construction, that the nests be monitored for signs of disturbance due to construction activities. If raptors establish nests or commence nesting activities after construction activities have already started then nests within 250 feet of the project area should continue to be monitored for adverse impacts. The nest monitor should also be provided with "stop work authority" in the event that significant disturbance of nesting activity is observed.

Thank you for the opportunity to review and comment on this Document. If you have any additional questions please feel free to contact me directly at (916) 358-1124 or by email at bob.hosea@wildlife.ca.gov.

-Bob Hosea
California Department of Fish and Wildlife
North Central Region

Response 2: CDFW

Response to Comment 1: Section 1, box 12 (Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement)) of the CEQA IS/MND lists ‘*California Department of Fish and Wildlife - Streambed Alteration Agreement and 2081 Incidental Take Permit*’ as permits that may be needed.

Response to Comment 2: See response to Comment 1

Response to Comment 3: Mitigation measure BIO-3 addresses Migratory Birds and Birds of Prey. BIO-3 requires that ‘*a biologist shall conduct a survey for active bird of prey nests within 250 ft... of the Project area*’. The 250 ft survey radius is based on the topography and surrounding vegetation present in and adjacent to the Project site. The Project is primarily surrounded by Lodgepole pine forest occurring on moderate to steep slopes of varying aspect. The vegetation and topography in and adjacent to the Project site provides much greater visual screening and noise attenuation than would be expected in a more urbanized, geographically flatter area in the Central Valley. Based on the characteristics of the Project site the County believes that a 250 ft survey radius for raptors is sufficient. No revisions to BIO-3 were made.

CDFW states that ‘*If raptors establish nests or commence nesting activities after construction activities have already started then nests within 250 feet of the project area should continue to be monitored for adverse impacts.*’ BIO-3 includes the following regarding nest establishment after the start of construction “*If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*” The County believes this provides the needed protections for any raptor nesting that occurs within 250 ft of the site after the start of construction.

The following has been added to the last bullet point of BIO-3 as suggested by CDFW.

- *...If the biologist determines that disturbance to the active nest is occurring they will have authority to stop construction.*

Comment Letter 3: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

November 2, 2017

Received

NOV - 6 2017

Bryan Davey
Sierra County
101 Courthouse Square
PO Box 98
Downieville, CA 95936

Sierra County Planning &
Building Departments

Subject: Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project
SCH#: 2017102008

Dear Bryan Davey:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 1, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017102008
Project Title Salmon Lake Road Bridge (13C0053) over Church Creek Replacement Project
Lead Agency Sierra County

Type MND Mitigated Negative Declaration
Description The Sierra County Dept of Public Works and Transportation, in conjunction with Caltrans and the Federal Hwy Administration, intends to replace the existing Salmon Lake Rd Bridge (13C0053) over Church Creek. The proposed 67-ft long, 27.3 ft wide outside to outside, single span bridge will be constructed on the existing alignment. The bridge has a Caltrans sufficiency rating of 61.4 and has a substandard load carrying capacity and inadequate bridge roadway geometry. The new bridge would improve roadway safety and be consistent with AASHTO guidelines.

Lead Agency Contact

Name Bryan Davey
Agency Sierra County
Phone (530) 289-3201
email
Address 101 Courthouse Square
PO Box 98
City Downieville **State** CA **Zip** 95936
Fax

Project Location

County Sierra
City
Region
Lat / Long 39° 39' 13.7" N / 120° 37' 57.3" W
Cross Streets Salmon Lake Rd and Gold Lake Hwy
Parcel No. 007-110-012
Township 21N **Range** 12E **Section** 28 **Base** MD

Proximity to:

Highways
Airports
Railways
Waterways Various
Schools
Land Use Primary ag/general forest

Project Issues Biological Resources

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Conservation; Department of Fish and Wildlife, Region 2; Cal Fire; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 N; Regional Water Quality Control Bd., Region 5 (Sacramento); Air Resources Board, Transportation Projects; Delta Protection Commission; Delta Stewardship Council; Native American Heritage Commission

Date Received 10/03/2017 **Start of Review** 10/03/2017 **End of Review** 11/01/2017

Response 3: State Clearinghouse

This letter transmits to the County comment letters the State Clearinghouse received. No response is necessary.