

Appendix C Threatened and Endangered Species Consultation Documents

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

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December 3, 2009

Maria Rea, Sacramento Area Supervisor
NOAA's National Marine Fisheries Service
Sacramento Area Office
650 Capitol Mall, Suite 8-300
Sacramento, CA 95814-4708

Project Ref.: 03-Environmental Planning
02-Teh 36-PM 91.4
02-2C1120
Scour Repair & Deck
Rehabilitation

Initiation of Formal Consultation

Scour Repair & Deck Rehabilitation – State Route 36, Tehama County

Dear Ms. Rea:

Caltrans is proposing scour mitigation and deck rehabilitation at the Mill Creek Bridge on State Route 36 in Tehama County, California.

Enclosed for your review are two copies of the Biological Assessment/Essential Fish Habitat Assessment for the project. Based upon past correspondence and technical assistance from NOAA's National Marine Fisheries Service, the assessment indicates the proposed project **may affect, is likely to adversely affect** Central Valley spring-run Chinook and California Central Valley steelhead. Additionally, the project is **not likely to adversely affect** critical habitat for Central Valley spring-run Chinook or California Central Valley steelhead and the project will **not adversely affect** Essential Fish Habitat for Pacific salmon.

If you have any questions regarding the BA/EFHA, please contact Sharon Stacey at (530) 225-3513. Thank you for your assistance.

Sincerely,


EDWARD ESPINOZA, Chief
Environmental Management Office – R1 Branch
North Region – Redding

Enclosures

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Appendix D Summary of Avoidance, Minimization, and/or Mitigation Measures

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Plant Species	Riparian vegetation would be removed to provide access for construction equipment (Section 2.1.3).	Vegetation removal would be minimized to the extent necessary. Riparian vegetation would be cut at base leaving root system in place. ESA fencing would be installed to protect vegetation adjacent to the work zone. Following construction, alder and willow saplings would be planted (Section 2.1.4).	N/A
Animal Species	Vegetation removal could affect nesting birds. Ground disturbance could cause turbid water conditions which could affect aquatic organisms (Section 2.2.3).	Trees would be removed prior to March 1 to avoid the nesting season. The contractor would prepare a SWPPP and a Temporary Clear Water Diversion Plan to address potential water quality issues (Section 2.2.4).	N/A

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Threatened and Endangered Species	<p>Juvenile salmonids would be present in the stream during the work period and may be directly affected by construction activities. Potential indirect adverse effects include short-term temporary increases in turbidity and suspended solids due to the disturbance of streambed substrates.</p> <p>Willow flycatchers nest and forage within 300 feet of the bridge and may be affected by construction noise and activities (Sections 2.3.3.1 and 2.3.3.2).</p>	<p>See proposed conservation measures in the Biological Assessment and Essential Fish Habitat Assessment dated December 2009 contained in Appendix C (Section 2.3.4.1). Avoidance and minimization measures pertaining to the willow flycatcher include placement of mylar ribbons in willows to deter nesting and establishment of a continuous construction presence beginning May 15 and continuing through August 31 (Section 2.3.4.2).</p>	<p>Caltrans would implement conservation measures specified in the Biological Assessment and Essential Fish Habitat Assessment and the Biological Opinion issued by NOAA Fisheries contained in Appendix C [pending]. Also, it is proposed to contribute funds to Lassen National Forest to implement a project to reduce sediment transport on a 3.5 mile segment of Forest Service dirt roads within the Mill Creek watershed (Section 2.3.4.1 (13)).</p>

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Wetlands and Other Waters	Loss of wetlands due to placement of fill (RSP). Water quality degradation due to vegetation removal and disturbance within the stream channel (Section 2.4.3).	Alternate construction access points have been designated to avoid and minimize impacts to wetlands. In addition, mats or rigid crossing structures would be required if it were necessary for equipment to cross a wetland. Waters adjacent to the work area would be designated at an ESA. A Water Pollution Control Program would be implemented to avoid violation of water quality standards. To offset the loss of approximately 0.01 acre of other waters, it is proposed to contribute funds to Lassen National Forest to implement a project to reduce sediment transport on a 3.5 mile segment of Forest Service dirt roads within the Mill Creek watershed (Section 2.4.4).	N/A

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Invasive Plant Species	Noxious plant parts and seeds could be spread by equipment or hauling soil off site (Section 2.5.3).	Prior to the beginning of construction, noxious plants would be hand pulled (Section 2.5.4).	N/A
Hydrology and Floodplain	Temporary modifications within the stream channel and floodplain would be required to access and dewater the construction site, including vegetation removal, stream diversions and dewatering, grading, excavations, and placement of clean fill material (Section 2.6.3).	Encroachment and vegetation removal would be minimized to the extent necessary to construct the project. All temporary materials, except clean cobbles, would be removed from the floodplain at the completion of construction. The area would be returned as close as possible to pre-existing conditions [grade and elevation] (Section 2.6.4).	N/A

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Water Quality and Storm Water Runoff	Temporary increases in turbidity and suspended solids. Erosion and sediment transport. Construction equipment leakage or spill (Section 2.7.3).	The contractor would prepare and implement a SWPPP to address water quality issues. Vegetation removal would be limited to the extent necessary to complete the project. ESA fencing would be installed to minimize soil disturbance. Materials excavated from the streambed would be disposed of at an appropriate site. Only clean materials would be used in the stream channel (Section 2.7.4).	N/A
Air Quality	Temporary increases in dust due to earthwork and rehabilitation of bridge deck (Section 2.8.3).	Contractor would use water or palliative to suppress dust. Tracking of soils would be addressed in the SWPPP. The contractor must notify the CARB in writing prior to beginning the bridge deck rehabilitation (Section 2.8.4).	N/A

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Utilities	Utility relocation, if required, could impact wetlands near the southwest quadrant of the bridge. (Section 2.9.2)	To protect the wetland in the event of a utility relocation, the utility contractor would be required to place an appropriate protective covering, such as a mat, over the wetland prior to accessing the area with vehicles or equipment (Section 2.9.3)	
Hazardous Waste	Potential hazardous wastes include lead paint, lead in soil, asbestos, and treated wood waste (Section 2.10.2).	Hazardous materials would be handled and disposed of in accordance with state and federal laws. The CARB would be notified in writing prior to beginning the bridge deck rehabilitation (Section 2.10.3).	N/A
Climate Change	Temporary increases in emissions due to the operation of construction equipment and traffic delays caused by construction (Section 2.11).	Proper traffic management during construction would reduce idling vehicles. Use of polyester AC in lieu of standard AC would result in a longer interval between bridge deck rehabilitation projects (Section 2.11).	N/A

Environmental Factor	Potential Impact	Avoidance and Minimization Measures	Mitigation Measure
Cumulative Effects	In light of known past, present, and foreseeable future projects that would affect like environmental factors, the proposed bridge maintenance project (Alternative B) would not have a considerable cumulative adverse effect on the environment (Section 2.12.3).	The measures specified in Sections 2.3.4.1, 2.3.4.2, and 2.7.4 of the Draft IS/EA would ensure that potentially cumulative adverse effects would be avoided.	N/A



Appendix E Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

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August 25, 2009

TITLE VI POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.


RANDELL H. IWASAKI
Director

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