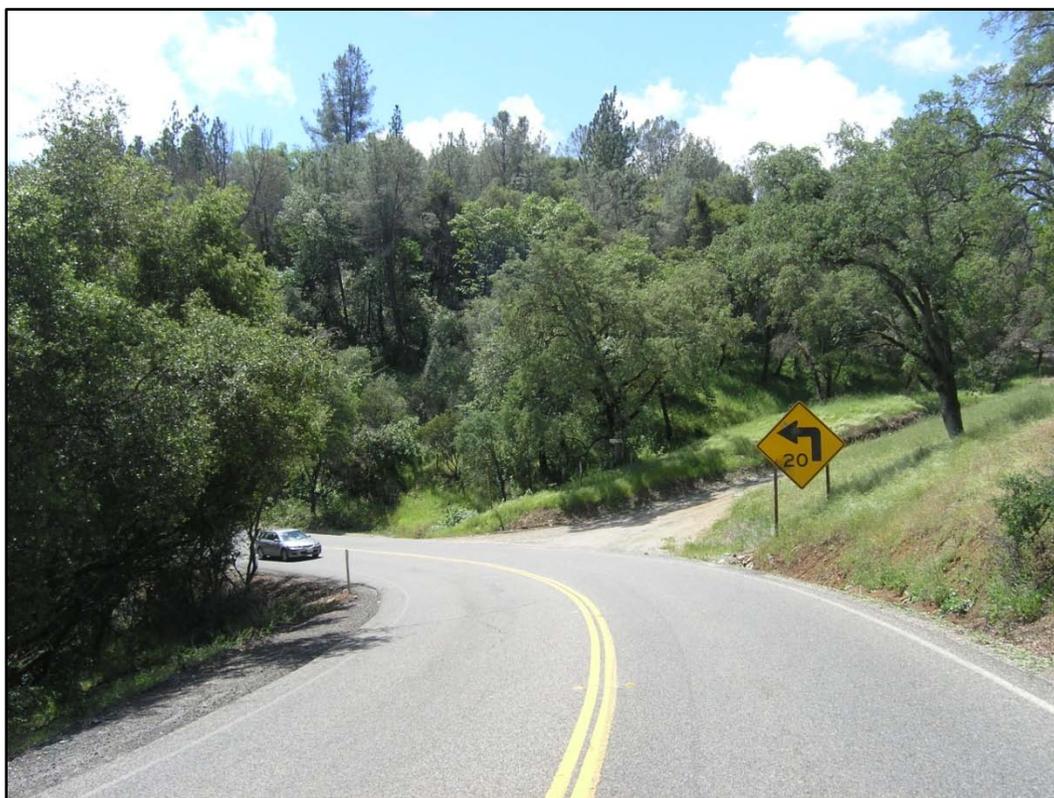


# State Route 49 Curve Improvement

EL DORADO COUNTY, CALIFORNIA  
DISTRICT 3 – ED – 49, PM 3.76/3.92  
EA 03-4E590, EFIS 0300000711

## Initial Study with Proposed Mitigated Negative Declaration



Prepared by the  
State of California Department of Transportation



June 2011

## GENERAL INFORMATION ABOUT THIS DOCUMENT

### What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in El Dorado County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). A Categorical Exclusion (CE) has been prepared pursuant to NEPA. This document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

### What you should do:

- Please read the document.
- Additional copies of it, as well as of the technical studies we relied on in preparing it, are available for review at the Caltrans District 3 office at 703 B Street, Marysville, CA 95901. Two copies of the Initial Study are also available for review at the El Dorado County Main Library located at 345 Fair Lane, Placerville, CA 95667. The library is open Tuesday and Wednesday from 12-7, Thursday, Friday, and Saturday from 10-5. This document has also been made available online at the following website:  
<http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>
- Attend the open house on June 23, 2011 from 6-8 pm. The open house will be held at the Diamond Springs / El Dorado Fire Protection District, Station 49 Conference Room, 501 Main Street, Diamond Springs, CA 95619.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please attend the open house and/or send your written comments to Caltrans by the deadline.
  - Submit comments via postal mail to:  
Suzanne Melim, Environmental Branch Chief  
Caltrans Environmental Planning  
703 B Street, Marysville, CA 95901  
Attention: Jennifer S. Clark
  - Submit comments via email to: [Jennifer\\_Clark@dot.ca.gov](mailto:Jennifer_Clark@dot.ca.gov).
- Be sure to submit comments by the deadline: July 10, 2011

### What happens next:

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

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Jennifer S. Clark, Environmental Planning, 703 B Street, Marysville, CA 95901; (530) 741-4030 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2229 (Voice) or 711.

03-ED-49-PM 3.76/3.92  
EA 03-4E590  
EFIS 030000711

Curve improvement on State Route 49 in El Dorado County

**INITIAL STUDY with  
Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

6/8/2011  
Date of Approval

*Susan D. Bauer*  
For John Webb, Office Chief  
North Region Environmental Services

**PROPOSED MITIGATED NEGATIVE DECLARATION  
Pursuant to: Division 13, Public Resources Code**

**Project Description**

The Department of Transportation (Caltrans) proposes to modify a curve along State Route (SR) 49 in El Dorado County from Post Mile (PM) 3.76 to PM 3.92. The project is located approximately 6 miles south of the town of El Dorado and approximately 11 miles southwest of the City of Placerville. The project would include widening existing lanes to 12 ft, widening the shoulders to 4 ft, and removing trees for sight distance.

**Determination**

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

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

The proposed project would have no effect on coastal zones, wild and scenic rivers, parks and recreation facilities, growth, timberlands, community character and cohesion, utilities, bicycle facilities, pedestrian facilities, cultural resources, floodplains, water quality, and threatened and endangered species.

In addition, the proposed project would have no significant effect on existing and future land use, farmlands, traffic and transportation, geology/soils, hazardous materials, air quality, noise, oak woodlands, waters of the U.S., other waters, and animal species.

The proposed project would have no significantly adverse effect on visual resources because shrubs and tree seedlings would be replanted within Caltrans right of way where feasible. These mitigation measures would reduce the potential effects to insignificance.

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John Webb, Office Chief  
North Region Environmental Services  
California Department of Transportation

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Date

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# CHAPTER 1 PROPOSED PROJECT

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## 1.1 INTRODUCTION

The Department of Transportation (Caltrans) proposes to modify a curve along State Route (SR) 49 in El Dorado County from Post Mile (PM) 3.76 to PM 3.92. The project is located approximately 6 miles south of the town of El Dorado and approximately 11 miles southwest of the City of Placerville. See Figures 3 and 4 for project vicinity and location maps.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This Initial Study (IS) with Proposed Mitigated Negative Declaration (MND) has been prepared in compliance with CEQA. A Categorical Exclusion has been prepared pursuant to NEPA.

## 1.2 PROJECT DESCRIPTION

Within the project limits, SR 49 is a two lane rural road, with 10.5 ft wide lanes and shoulders that vary in width from 1 ft to 4 ft. At the project location, the roadway makes a sharp curve to the east. Ramales Lane (formally Mica Street) is a private unpaved road that forms a “T” intersection along the outside of the curve. A large grove of trees lies within the inside of the curve, obscuring sight distance for both directions of travel. This project proposes to modify the existing curve, widen the lanes and shoulders, and remove trees for improved sight distance.

## 1.3 PROJECT FUNDING

This project is programmed under the State Highway Operation and Protection Program (SHOPP) 201.010 Safety Improvement Program. The project is estimated to cost \$1,798,000 and is included in the Sacramento Area Council of Governments (SACOG) 2011/14 Metropolitan Transportation Improvement Program (MTIP).

## 1.4 PURPOSE AND NEED

There have been a number of run-off road collisions in this area, mostly by southbound traffic, with the majority of these collisions involving injuries. A 20 mph curve warning sign is present on both the northern and southern approaches to the curve. In response to the high collision rate at this location, the southbound curve warning sign was enlarged from 30 inches to 72 inches in February 2003. Despite this improvement, the collision rate is higher than the statewide average for a similar facility. The collision history at the project location for the five-year period from April 1, 2004 to March 31, 2009 is summarized in the table below.

TABLE 1: COLLISION DATA FROM 4/1/2004-3/31/2009

Actual Collisions (PM 3.76/3.92)			Actual Rates Per Million Vehicle Miles			Average Statewide Rates Per Million Vehicle Miles**		
Fatal	Fatal + Injury	Total*	Fatal	Fatal + Injury	Total*	Fatal	Fatal + Injury	Total*
0	9	12	0.00	2.48	3.31	0.032	0.62	1.34

\*All reported collisions including those without fatalities or injuries.

Four (25%) of the twelve collisions involved wet roads, and eleven involved a single vehicle traveling south.

The typical pattern for a collision is a single vehicle leaving the roadway and colliding with the steep cut bank on the outside of the curve. These collisions occur after vehicles have entered the sharper curve, indicating that vehicles are entering the curve too fast.

Evidence of the run-off road collisions is present in a large dirt area on the cut slope that is covered in wheel tracks where errant vehicles have scoured away existing vegetation (see photo below). The presence of multiple tire tracks indicate that the collision rate for this location may be higher than recorded due to lightly damaged/undamaged vehicles driving off after a collision and not filing a report.



FIGURE 1: SOUTHBOUND PHOTO 2

*View looking south from Ramales Lane showing southern cut bank and evidence of run-off road collisions along cut slope*

A contributing collision factor is the lack of sight distance through the curve. Vehicles entering the curve cannot see the far side of the curve, and it is not immediately evident that the curve is a compound curve (see photo below). A compound curve has more than one radius meaning that the curve's "tightness" changes part way through the curve. The curve proposed for modification has two radiuses (225 ft and 140 ft).

For southbound traffic, the initial curve radius (225 ft) is suitable for a greater speed than the posted 20 mph, but the second curve radius (140 ft) is not. Because the far side of the curve is obscured, the initial impression to southbound drivers is that a vehicle can enter the curve at a greater speed than posted, resulting in vehicles losing control after entering the second, sharper curve.



FIGURE 2: SOUTHBOUND PHOTO 2

*Driver's view looking southbound. The degree of curvature and southern cut slope is hidden by the trees lining the inside of the curve. Rameses Lane is visible just beyond the curve warning sign.*

The narrow lanes, shoulders, and small curve radius also cause off-tracking problems for trucks. Off-tracking is when a vehicle makes a turn and its rear wheels do not follow the same path as its front wheels. Deep ruts in the dirt are created by the trailers of northbound trucks off-tracking off the paved shoulder. Southbound trucks also drift off the shoulder to keep their trailers from off-tracking across the centerline.

This project proposes to improve safety at this location by providing a single radius curve. In addition, more recovery room for vehicles will be provided with the wider shoulders. The visibility of the curve will also be improved by removing trees on the inside of the curve.

## 1.5 ALTERNATIVES

### 1.5.1 Alternative 1: Eliminate Compound Curve and Widen Roadway

This alternative would:

- Replace the existing compound curve with a single radius curve
- Widen the lanes to 12 ft
- Widen shoulders to 4 ft
- Remove trees along the inside of the curve to improve sight distance
- Extend a 90" diameter culvert
- Replace a 12" culvert with an 18" culvert

Due to geotechnical considerations, the lanes and western shoulder will not be widened north of Ramales Lane to avoid disturbing a potentially unstable cut slope. Because the shoulder width is narrow, the roadside ditch will be paved to assist in stabilizing the roadway structural section.

Several cuts and fills will be required, necessitating the acquisition of both permanent and temporary right of way. See Figure 5 for a project layout map.

This alternative would reduce the potential for future run-off road collisions at this location, and is therefore the Preferred Alternative.

### **1.5.2 No-Build Alternative**

This alternative would leave the roadway in its current state and would have no impacts to environmental resources. However, this alternative would not improve the safety of the roadway at this location and would not meet the purpose and need of the project.

## **1.6 PERMITS AND APPROVALS NEEDED**

The following permits would be required prior to construction. Applications would be submitted after final environmental approval.

- US Army Corps of Engineers (USACE) Section 404 Non-Reporting Nationwide permit for filling or dredging waters of the United States
- California Department of Fish and Game (CDFG) 1602 Agreement for Streambed Alteration
- Central Valley Regional Water Quality Control Board (CVRWQCB) Section 401 Water Quality Certification

FIGURE 3: PROJECT VICINITY MAP

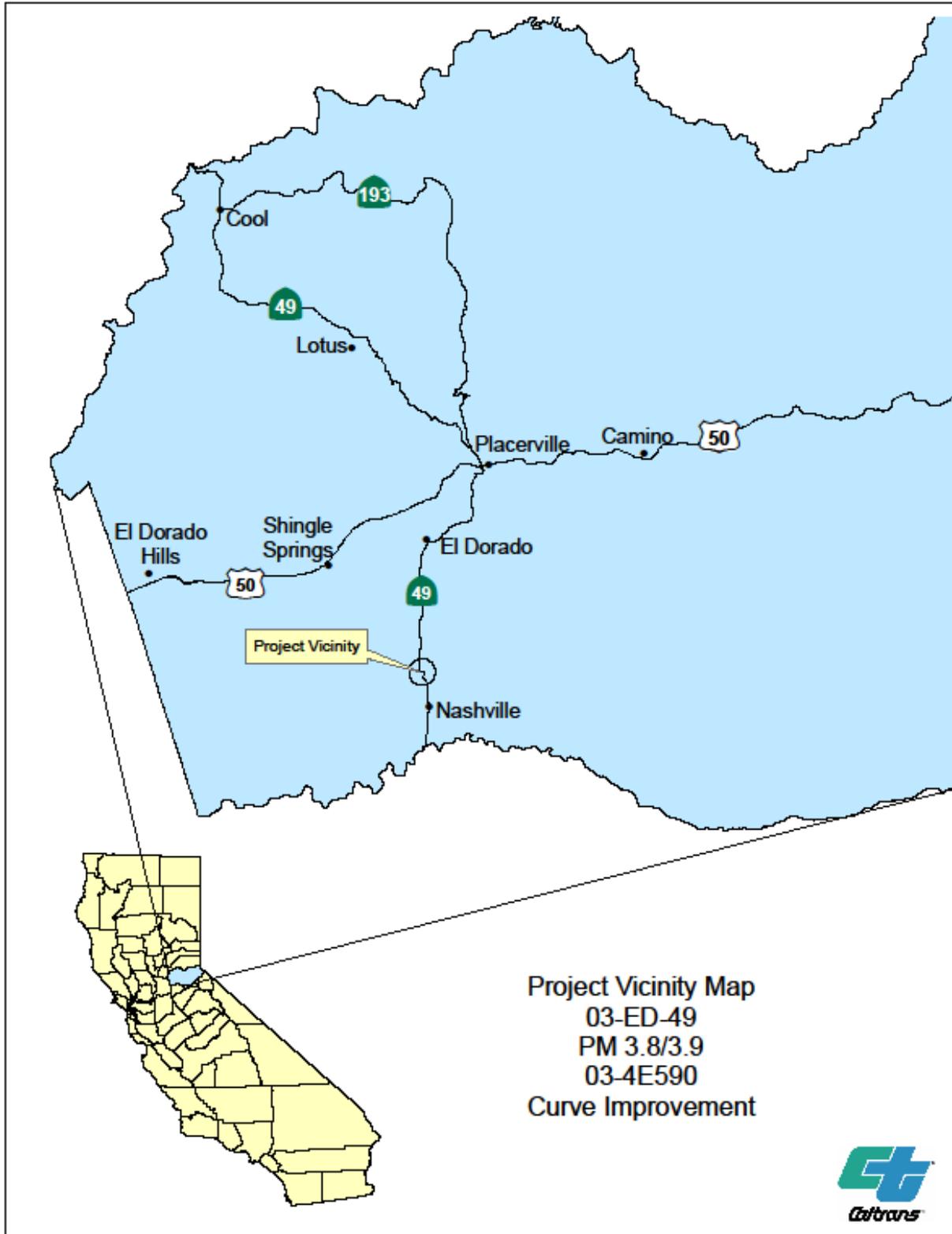
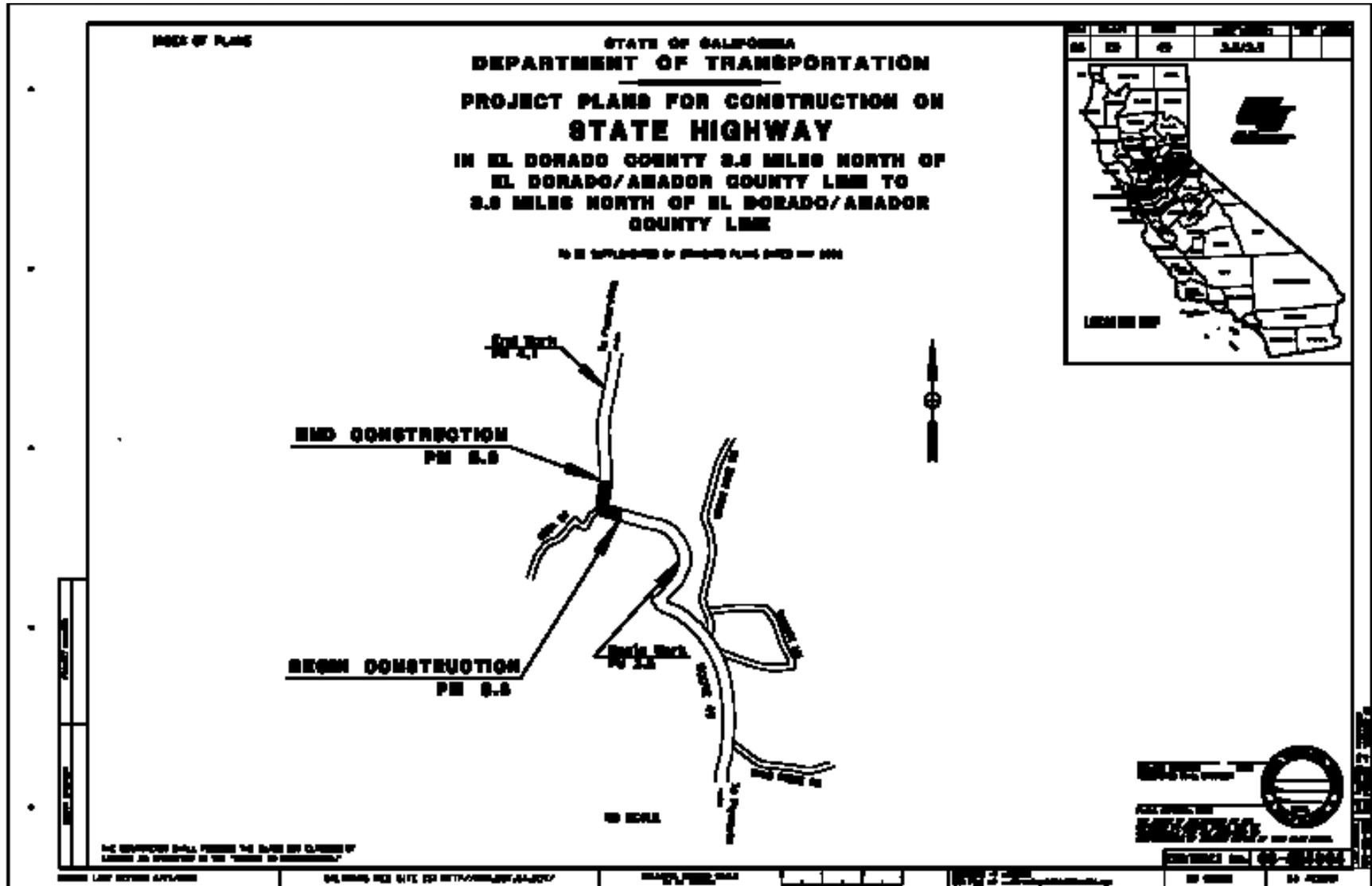
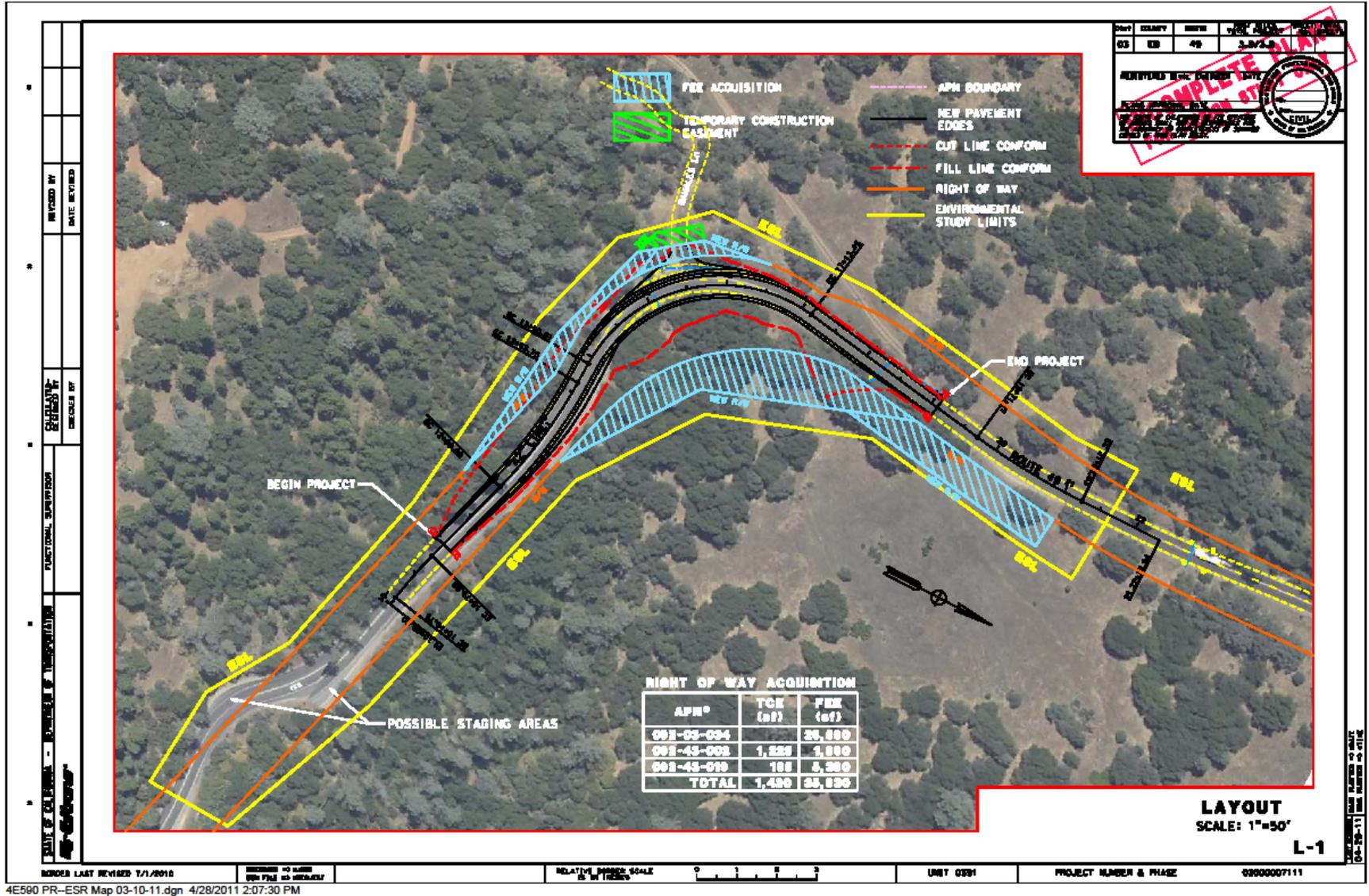


FIGURE 4: PROJECT LOCATION MAP



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FIGURE 5: PROJECT LAYOUT MAP



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# CHAPTER 2 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES

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As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified: coastal zones, wild and scenic rivers, parks and recreation facilities, growth, timberlands, community character and cohesion, utilities, bicycle facilities, pedestrian facilities, and floodplains. Consequently, there is no further discussion regarding these issues in this document.

## 2.1 HUMAN ENVIRONMENT

### 2.1.1 Land Use

#### Existing and Future Land Use

##### *Affected Environment*

The proposed project is in a rural area of El Dorado County. The land adjacent to the highway has a land use designation of Rural Residential. The project would require new right of way from the parcels adjacent to the highway. There are three parcels that would be affected. The parcels are zoned as Residential Agriculture-20 (RA-20), which has a minimum lot size of 20 acres and Estate Residential Districts (RE-10), which has a minimum lot size of 10 acres.

##### *Environmental Consequences*

Portions of the parcels adjacent to the highway will need to be acquired to construct this project. The acquisition of this land is not expected to substantially affect existing or future land use. Less than significant impacts to land use pursuant to the California Environmental Quality Act (CEQA) are anticipated and no avoidance, minimization or mitigation measures are required.

#### Consistency with State, Regional, and Local Plans and Programs

##### *Affected Environment*

The El Dorado County General Plan was adopted on July 19, 2004. Goal TC-1 of the Transportation and Circulation is "To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods."

##### *Environmental Consequences*

The purpose of this project is to improve safety along this section of SR 49 therefore this project would be consistent Goal TC-1 of the El Dorado County General Plan.

## 2.1.2 Farmlands

### **Regulatory Setting**

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

### **Affected Environment**

This project would require acquisition of land adjacent to the highway. There are three parcels that would be affected. The land affected is Grazing Land according to the “El Dorado Important Farmland 2006” map provided by the California Department of Conservation. Grazing Land is defined as “land on which the existing vegetation is suited to the grazing of livestock.” There are no prime, unique, or statewide important farmlands within the project limits. None of the affected parcels are under a Williamson Act contract.

### **Environmental Consequences**

The following table lists the parcels and the approximate amount of land that would be required from each.

TABLE 2: FARMLAND IMPACTS

APN	Total size of parcel (acres)	Amount needed (acres)	Percentage of total parcel needed
092-030-34	203.74	0.66	0.32 %
092-430-02	40.28	0.04	0.09 %
092-430-19	20.96	0.12	0.57 %

Considering the large size of the parcels affected and the small percentage of land that would be needed to construct this project, the impacts to farmland are considered less than significant. No avoidance and minimization or mitigation measures are proposed.

## 2.1.3 Traffic and Transportation

### **Affected Environment**

Within the project limits, the average annual daily traffic is 4,180 vehicles. This segment of highway has a higher than average collision rate as shown in section 1.4 of this document.

### **Environmental Consequences**

The purpose of this project is to improve the safety of the highway within the project limits. This project will not add capacity to the highway and no permanent impacts to traffic and

transportation are anticipated. Temporary impacts to traffic will occur during construction. It is expected that one-way traffic control will be used during construction. The proposed project is expected to have less than significant impacts to traffic and transportation.

#### ***Avoidance and Minimization Measures***

A Traffic Management Plan (TMP) will be prepared for this project to minimize impacts to traffic during construction.

### **2.1.4 Visual/Aesthetics**

#### ***Regulatory Setting***

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). To further emphasize this point, the Federal Highway administration in its implementation of NEPA (23 USC 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

#### ***Affected Environment***

The visual environment is of a pleasant rural setting. This portion of SR 49 winds in tight curves and is surrounded by steep cut slopes on one side and canyons on the other. Immediate views are of the oak studded roadway. Distant views are of the vegetated canyons beyond the roadway. The resident’s views are mostly of the canyons, while the drivers see the roadway as well as the canyons. The predominant native vegetation of this area is oak woodland including pine species. Native grasses and poison oak are abundant as ground covers. This portion of SR 49 is not a State Designated Scenic Highway; however it is eligible for designation. As such, care must be taken to preserve its natural resources and visual attributes.

#### ***Environmental Consequences***

The project proposes to remove approximately 73 large trees as well as a number of smaller trees for a total of 110. Most of these trees are very large oaks with multiple trunks on the east side of the roadway (inside of the curve). These trees are being removed to provide better sight distance for the curve. Trees would also be removed on the west side of the roadway to provide room for widening. This slope is steep though and has been previously disturbed by roadway cuts. The removal of large oaks for the proposed project would result in a moderate visual impact for this rural area. However, the slope will be revegetated with shrubs and oak trees will be planted within Caltrans’ right of way where feasible. Impacts to visual resources are considered less than significant with mitigation.

#### ***Environmental Consequences-Cumulative***

This project is three miles from the Logtown (EA 03-4C090) project. The Logtown project also required tree removal. Mitigation for visual resources was required for the Logtown project and revegetation efforts are currently underway. With mitigation, the proposed project is expected to have a less than cumulatively considerable impact to visual resources.

### ***Avoidance and Minimization Measures***

The following measures will be incorporated into the project:

- Provide erosion control seeding to all new slopes as well as other disturbed areas.
- Root balls from existing trees shall be completely removed.
- Fill material shall be specified, compacted and prepped for replanting with assistance of project landscape architect or project revegetation specialist.
- Provide soil amendments in all fill slopes, in order to support overall plant survival.
- The project team will coordinate with Caltrans Office of Landscape Architecture for all planting plan preparation.

### ***Mitigation Measures***

The following items will provide mitigation for the visual impacts of the project:

- Plant oak and other native tree seedlings within the right of way where feasible, and where mature trees will not block sight distances. Final replacement ratios will be determined by the revegetation specialist and the project landscape architect during final design.
- Install native shrub planting where oak trees are slated for removal to enhance the visual quality of the new fill slope and to provide added erosion control for the slopes. Shrub height not to exceed 6 feet at maturity, and mature trunks not to exceed 4" in diameter. Shrubs are recommended so as to avoid placing obstacles in the clear recovery zone or the blocking the site distance.

## **2.1.5 Cultural Resources**

### ***Regulatory Setting***

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

### ***Affected Environment***

The following research was conducted to determine if any known cultural resources were present in the project's environmental study limit.

- Record and literature search conducted at the North Central Information Center on 02/26/09.
- Coordination and consultation with the California Native American Heritage Commission on 02/27/09.
- Consultation with the El Dorado County Historical Society on 03/27/09.

No known archaeological sites occur within the project limits, however, the research revealed that the project limits are located within the Nashville Mining District, an historic-era mining area that was mined actively during the California Gold Rush period (the Mother Lode Gold belt) through the 1930's Great Depression era. The Nashville Mining District is not a "Historic District" under the National Register of Historic Places or the California Register of Historical Resources. The Nashville and Montezuma mines are included in this district, but not in the current project area.

A pedestrian archaeological survey was conducted on March 16, 2009 and again on August 5, 2009. The environmental study limits were examined closely for historic-era mining sites and features associated with the previously identified mining district. Due to the presence of the mining district, the general area of the project is of moderate to high sensitivity for historic mining sites and features. The entire area is located on a steep slope and the lane widening aspect of the project will occur within highway cut/fill. The survey revealed a rock/cobble construction retaining wall associated with the 90" culvert, the wall was determined to be exempt from further evaluation pursuant to the Caltrans Section 106 PA. There are no historic-era built environment features within the project area and no significant cultural resources were noted within the project limits.

### ***Environmental Consequences***

Based on a review of background information and field surveys, it was determined that the proposed project would not affect cultural resources. In the remote event that cultural resources are discovered during construction, the below avoidance and minimization measures will be implemented.

### ***Avoidance and Minimization Measures***

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- 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. 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 who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caltrans District 3 Environmental Management so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## 2.2 PHYSICAL ENVIRONMENT

### 2.2.1 Water Quality and Storm Water Runoff

#### *Regulatory Setting*

#### **State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)**

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

#### **State Water Resources Control Board and Regional Water Quality Control Boards**

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

The SWRCB adopted Caltrans Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed Project will be programmed to follow the guidelines and procedures outlined in the 2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. EPA defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

Section H.2, Construction Program Management of Caltrans's NPDES permit states: "The Construction Management Program shall be in compliance with requirements of the NPDES General Permit for Construction Activities (Construction General Permit Order No. 2009-009-DWQ)." The permit regulates storm water discharges from construction sites that result in a DSA of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 – 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

Caltrans Statewide NPDES Permit requires Caltrans to submit a Notice of Construction (NOC) to the RWQCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process will continue to apply to Caltrans projects until a new Caltrans Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with Caltrans's Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and Caltrans's Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

### ***Affected Environment***

This project lies in the North Fork Cosumnes Hydrologic Sub-Area (HSA) 532.23. The North Fork of the Cosumnes flows parallel to SR 49 within the project area. There are no 303 (d) listed (impaired) water bodies in the vicinity of this project. The project is within the El Dorado County MS-4 boundary and is within the jurisdiction of the Central Valley RWQCB.

### ***Environmental Consequences***

This project will have a disturbed soil area of less than 1 acre and is expected to take one construction season. No water quality impacts are anticipated. The existing Statewide Permit, Order No. 99-06-DWQ, is expected to be superseded by the draft Tentative Order No. 2011-XXX-DWQ, which is undergoing a public commenting period. The adoption of the new Statewide Permit is scheduled for July 1, 2011, and may entail additional requirements upon adoption.

### ***Avoidance and Minimization Measures***

- A Water Pollution Control Program (WPCP) will be prepared by the contractor. Appropriate construction site BMPs shall be implemented to avoid and minimize water quality impacts.
- No asphalt concrete (AC) grinding may be placed in shoulder backing at locations where erosion or maintenance operations could result in their deposit into waterways.

## **2.2.2 Geology/Soils/Seismic/Topography**

### ***Regulatory Setting***

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

### ***Environmental Consequences***

A Preliminary Geotechnical Report evaluated the existing cut and fill slopes and provided new slope recommendations. Analysis of the existing soil conditions indicate that the southern cut slope is stable and may be cut back to the same or steeper angle. A hillside to the north consists of highly fractured rock and is less stable; however, no excavation is proposed for this location. The lanes and shoulder at this location will not be widened to avoid disturbing this slope. Fill slopes vary, but will be 2:1 (*horizontal to vertical*) or flatter. Impacts are considered less than significant and no additional avoidance, minimization or mitigation measures are proposed.

## **2.2.3 Hazardous Waste/Materials**

### ***Regulatory Setting***

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not

compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

#### ***Affected Environment***

A hazardous waste evaluation determined that aerially deposited lead and lead based paint may exist within the project limits. Lead-contaminated soil exists along the state right of way due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, etc. Based on the rural location of project, the soil generated from roadway excavation, blasting, and roadway cut does not require special soil handling and may be reused on site as non hazardous soil. Lead/chromium based paint may have been used in the traffic stripes.

#### ***Environmental Consequences***

The measures listed below will be implemented to avoid and minimize impacts. Impacts due to hazardous waste are considered less than significant.

#### ***Avoidance and Minimization Measures***

- Per the requirements of the California Code of Regulations Title 8, Section 1532.1, the “Lead in Construction” standard, the contractor(s) shall implement a project-specific Lead Compliance Plan (LCP) prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA to prevent or minimize worker exposure to lead-contaminated soil.
- Surplus excavated soil if any shall not be disposed of outside the project limits. Caltrans handling procedures for soil must include Dust Control, Spillage Prevention, and Air Quality Monitoring during construction.
- The contractor’s bid package shall include the Caltrans Non-Standard Special Provision “15-027” to address soil disturbing activities that could result in lead exposure.
- The contractor’s bid package shall include the Caltrans Standard Special Provision “14-001” if the project includes a work item for removal of paint or thermoplastic (yellow or white paint) from the road surface.

- The contractor's bid package shall include the Caltrans Standard Special Provision "15-305" if yellow paint or yellow thermoplastic paint will be removed while grinding the entire pavement surface and the project will not require the paint or thermoplastic paint to be removed before grinding begins.

## 2.2.4 Air Quality

### **Regulatory Setting**

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Climate change is analyzed in Section 2.4. Neither EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in this CEQA document and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

### **Affected Environment**

This project is exempt from all air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection "Safety" ("Highway Safety Improvement Program implementation"). No further analysis is required.

### **Environmental Consequences**

Temporary impacts to air quality may occur during construction. These temporary impacts are considered less than significant. Avoidance and minimization measures shall be implemented to reduce temporary air quality impacts during construction.

### **Avoidance and Minimization Measures**

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM<sub>10</sub>, would be the primary short-term

construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature. Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction. The provisions of Section 14-9.01, Air Pollution Control, and Section 14-9.02 Dust Control require the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

## **2.2.5 Noise**

### ***Regulatory Setting***

From Title 23, Part 772 of the Code of Federal Regulations, "Procedures for Abatement of Highway Traffic Noise", and Caltrans' noise analysis policy described in Construction Noise and Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Protocol) (California Department of Transportation 1998a), noise mitigation/abatement must be considered for Type I projects. A Type I project is defined by 23 CFR 772 as follows: A proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes.

### ***Affected Environment***

This project is not considered a Type I project as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects. Therefore, no traffic noise analysis is required.

### ***Environmental Consequences***

Temporary impacts due to noise may occur during construction. These temporary impacts are considered less than significant. Avoidance and minimization measures shall be implemented to reduce temporary noise impacts during construction.

### ***Avoidance and Minimization Measures***

During the construction phases of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications Section 7-1.011, "Sound Control Requirements." These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.

## **2.3 BIOLOGICAL ENVIRONMENT**

### **2.3.1 Natural Communities**

#### ***Regulatory Setting***

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in the Threatened and Endangered Species section. Wetlands and other waters are discussed in the next section.

#### ***Affected Environment***

The general project area consists of rolling to steep terrain comprised predominantly of oak woodlands with some pine tree species interspersed. Ruderal habitat and vegetative species are present along the roadside. The majority of oaks observed within project limits were interior live oaks. Ponderosa pines and gray pines were interspersed, mainly on the southwest side of the project area. Several blue oaks were observed mainly on the northeast end of the project, and a black oak was observed at the southeast part of the project area.

#### ***Environmental Consequences***

No impacts to wildlife corridors or habitat fragmentation are anticipated.

There will be approximately 0.88 acre of oak woodlands (with some pine interspersed) removed on the east side of SR 49 (the inside of the curve) to improve sight distance and to realign the curve slightly, and 0.03 acre of tree removal on the west side of the highway where the slope will be cut back. The trees have been estimated at 24 inches (or less) diameter at breast height (dbh). These trees are not considered a riparian impact due to the nature of the ephemeral channels within project limits. In addition, the surrounding area consists of similar oak woodland habitat.

The slope on the inside of the curve will be replanted with shrubs and oaks will be replanted within Caltrans right of way where feasible per mitigation requirements listed in the visual resources section. Due to the small size of the project area and the abundance of adjacent habitat, impacts to oak woodlands are considered less than significant. However, compensation for the loss of oak trees may be a requirement of the CDFG 1602 Lake and Streambed Alteration Permit.

### **2.3.2 Wetlands and Other Waters**

#### ***Regulatory Setting***

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 USC 1344) is the primary law regulating wetlands and surface waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-

parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

### ***Affected Environment***

Ramales Lane is located on the west side of the curve area, and serves as access to several residences. Immediately south of the intersection of Ramales Lane and SR 49 is an ephemeral drainage (containing water for short periods) that runs under the highway through a 90" culvert. This drainage is on average, approximately three feet wide, and approximately two feet deep when measured from the top of bank. It is incised, making it narrower at the bottom. A second ephemeral drainage located at the northeast end of the project area is approximately two feet wide and approximately one to two feet deep on average. This drainage runs parallel to the roadway in a roadside ditch and then crosses under the highway through a 12" culvert.

At the time of the preliminary field visit on February 19, 2009, a large storm event lasting for approximately a week had ended the previous day. The channel with the 90" culvert was carrying approximately 1-2 inches of water, and the smaller channel was dry. This fact

illustrates that this is an ephemeral drainage, carrying water only after rain events. Both drainages have been dry on subsequent field visits. These drainages are considered waters of the U.S. because they have connectivity with the North Fork of the Cosumnes River. There are no wetlands within project limits.

**Environmental Consequences**

The 90” culvert will be extended 47 ft at the outlet and a headwall will be constructed and the 12” culvert will be replaced with an 18” culvert. Below is a table showing impacts to waters of the U.S. within the project limits.

TABLE 3: IMPACTS TO WATERS OF THE U.S.

		Upstream						Downstream					
		Temporary Impact			Permanent Impact			Temporary Impact			Permanent Impact		
		lf	sf/ac	yds <sup>3</sup>	lf	sf/ac	yds <sup>3</sup>	lf	sf/ac	yds <sup>3</sup>	lf	sf/ac	yds <sup>3</sup>
<b>PM 3.84</b>	90” culvert and channel*	0	0	0	16	48/0.001	3.56	80	240/0.006	17.78	46	138/0.003	5.11
<b>PM 3.91</b>	12” culvert and channel*	0	0	0	3	6/0.0001	0.33	0	0	0	20	40/0.001	2.22

\* Lengths do not include the original culvert lengths

ac = acre      sf = square feet  
lf = linear feet      yds<sup>3</sup> = cubic yards

In addition to the ephemeral drainages, approximately 770 linear feet of the roadside ditch will be paved. The portion of the ditch to the north of Ramales Lane (approximately 360 feet in length) conveys water into both ephemeral drainages and is considered other waters. The ditch is approximately 6 inches deep on average, and will be reconstructed in-kind, and paved to a width of 3 feet. Permanent impacts would total 0.74 yds<sup>3</sup>, 1080 ft<sup>2</sup>/0.02 ac.

The portion of the roadside ditch to the south of Ramales Lane (approximately 410 feet in length) functions in roadside/stormwater runoff and is not being considered as other waters.

Impacts to waters of the U.S. and other waters are considered less than significant. The following permits will be required prior to construction. Applications will be submitted after final environmental approval.

- US Army Corps of Engineers (USACE) Section 404 Non-Reporting Nationwide permit for filling or dredging waters of the United States
- California Department of Fish and Game (CDFG) 1602 Agreement for Streambed Alteration
- Central Valley Regional Water Quality Control Board (CVRWQCB) Section 401 Water Quality Certification

**Avoidance and Minimization Measures**

All streambanks will be stabilized, and erosion control measures as well as Caltrans best management practices (BMPs) will be implemented. In addition, the project area will be left in pre-construction condition. All permit conditions will be adhered to.

### **2.3.3 Animal Species**

#### ***Regulatory Setting***

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the section below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

#### ***Affected Environment***

Field visits were performed during March, April, and August and several bird species were observed including bushtits, western scrub-jay, yellow-billed magpie, house sparrow, turkey vulture, red-tailed hawk, acorn woodpecker, and an unknown hummingbird species. An unknown snake was also observed and tracks from a black-tailed deer were observed.

#### ***Environmental Consequences***

This project requires tree removal and therefore has the potential to affect nesting birds. With the implementation of work windows, impacts to nesting birds are not anticipated.

#### ***Avoidance and Minimization Measures***

All tree removal will be scheduled outside of the nesting season (February 15 – September 1). If the project activities begin within the nesting season due to the construction schedule, every effort will be made to remove the trees prior to this timeframe in order to avoid any nesting issues. If this cannot be done, a nesting bird survey will be conducted approximately two weeks prior to any ground disturbance. If any active nests are found, the appropriate buffer zones will be established around them, resource agency personnel will be contacted, and no work will be conducted within these areas.

### **2.3.4 Threatened and Endangered Species**

#### ***Regulatory Setting***

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the

USFWS and NOAA Fisheries to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an Incidental Take statement. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

### ***Affected Environment***

Caltrans Biologists visited the project site on February 19, March 16, April 2, April 15, and August 5, 2009. Prior to conducting the initial field visit the following resources were consulted for species and habitat information: 1) CDFG's California Natural Diversity Database (CNDDDB), 2) CDFG's 'BIOS' mapping program, 3) USFWS sensitive species quad lists, 4) USGS 7.5-minute quadrangle maps, 5) Natural Resources Conservation Service (NRCS) soil survey maps, and 6) aerial photography of the area. CNDDDB and USFWS lists were last consulted on September 29, 2009. A table of sensitive species can be found in Appendix B. This table includes a short explanation (rationale) of Caltrans findings regarding whether or not the project would affect any of the listed species.

Based on record searches and field visits it was determined that potential habitat was present for the California red-legged frog (CRLF). However, there are no suitable water resources within or adjacent to the project area that would sustain breeding or metamorphosis. The distances between ponds to east and west of project are greater than CRLF typically travel/migrate. There have been no observations of CRLF recorded within or adjacent to the project area.

An Initial Site Assessment (ISA) was submitted to the USFWS on April 9, 2009 for their input and analysis of the project area as to whether CRLF would be affected by project activities. On June 22, 2009, the USFWS commented via e-mail that in review of the site assessment, protocol surveys for the frog are not warranted, as there does not appear to be suitable breeding habitat within dispersal distance.

### ***Environmental Consequences***

No impacts to special status species are anticipated to occur as a result of this project and no avoidance, minimization or mitigation measures are proposed.

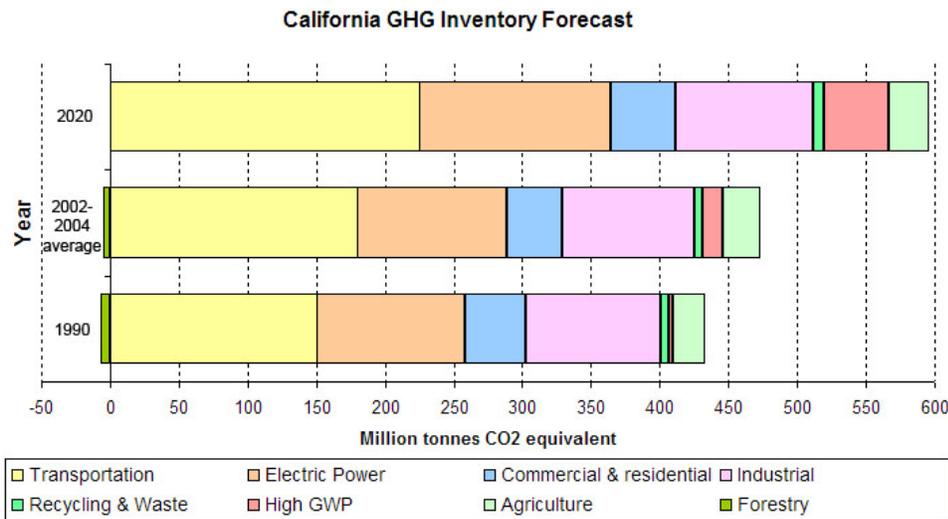
## 2.4 CLIMATE CHANGE

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable.” See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

FIGURE 6: CALIFORNIA GREENHOUSE GAS INVENTORY



Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

### Project Analysis

The proposed project will not increase the vehicular capacity of State Route 49 as the roadway will be re-constructed with the same lane configuration and capacity as the existing roadway. The proposed project is expected to improve safety and reduce the number of collisions by

improving the existing curve radius as well as improve sight distance and thus reduce congestion related to vehicular accidents. Because the project would not increase capacity nor vehicle hours travelled, no increases in operational GHG emissions are anticipated. While construction emissions of greenhouse gases are unavoidable, there will likely be long term benefits with improved safety, operation and smoother pavement surface.

### ***CEQA Conclusion***

While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

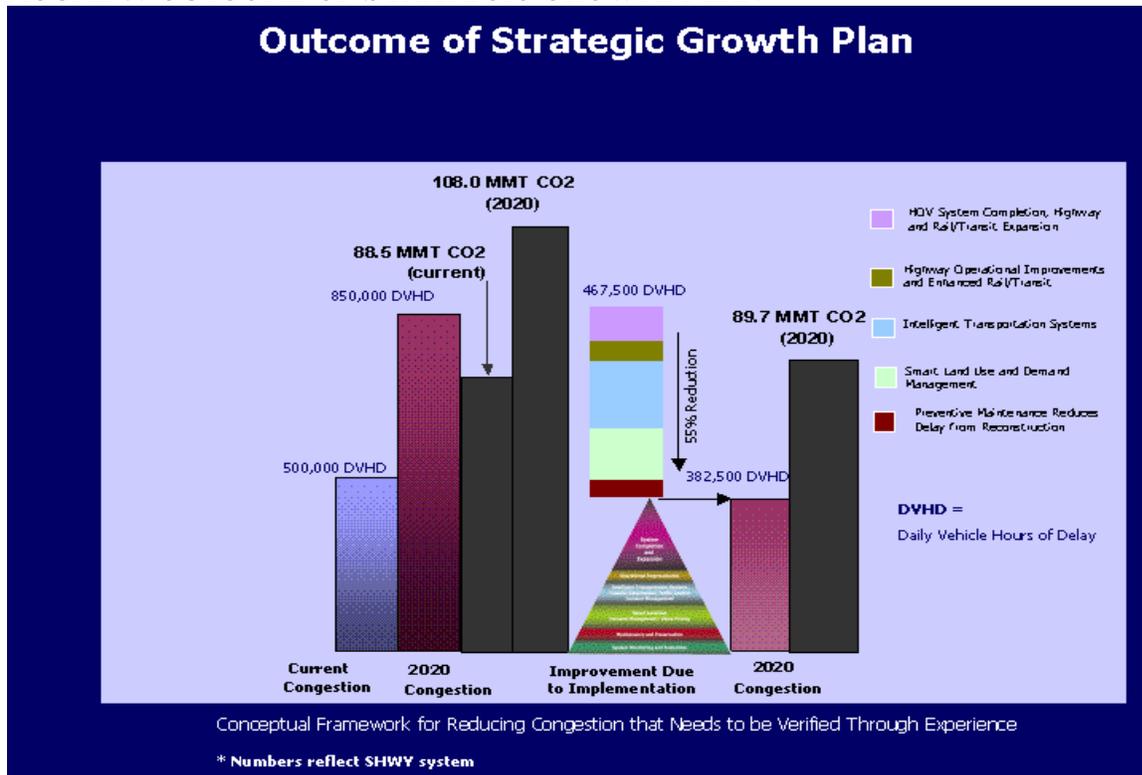
### ***Construction Emissions***

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. Even though the project is not anticipated to increase operational GHG emissions, the proposed project would generate some GHG emissions during construction.

### ***AB 32 Compliance***

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. As shown on the figure below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

FIGURE 7: OUTCOME OF STRATEGIC GROWTH PLAN



As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the UC Davis.

**Adaptation Strategies:**

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

Executive Order S-13-08 (signed by Governor Schwarzenegger in November 2008) directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final *Sea Level Rise Assessment Report* (due to be released in December 2010 from the National Academy of Sciences), all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise.

However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.)

This proposed project was programmed for construction funding in fiscal year 2012/2013, it is exempt at this time from the requirements to analyze the impacts of sea level rise as directed in Executive order S-13-08.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

## CHAPTER 3 COMMENTS AND COORDINATION

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Following circulation of this Initial Study, comments made on the project will be placed in and addressed in this chapter.

## CHAPTER 4 LIST OF PREPARERS AND TECHNICAL STUDIES

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The following people assisted in preparing and evaluating this Initial Study and coordinating documents:

Alicia Beyer	Environmental Engineer, Hazardous Waste
Jennifer Clark	Associate Environmental Planner
Kevin Evarts	Former Caltrans Transportation Engineer, Water Quality
Suzanne Melim	Senior Environmental Planner
Kelley Nelson	Associate Environmental Planner, Biology
Richard Olson	Associate Environmental Planner, Archaeology
Christine Ottaway	Landscape Associate
Sharon Tang	Transportation Engineer, Air and Noise
Saeid Zandian	Transportation Engineer, Air and Noise

The following technical reports were prepared in order to analyze the potential effects this project may have on the environment and to assist in preparing this Initial Study/ Environmental Assessment. These documents are available for review at the Caltrans North Region Office of Environmental Management, 703 B Street, Marysville, CA 95901.

Screening Memo for Cultural Resources  
Initial Site Assessment for Hazardous Waste  
Natural Environment Study  
Air Quality Assessment  
Noise Assessment  
Water Quality Assessment  
Visual Impact Assessment

## CHAPTER 5 DISTRIBUTION LIST

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This document has been made available online at the following website:

<http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>

A Notice of Intent to adopt a Mitigated Negative Declaration was mailed to the following individuals and agencies:

Property owners directly affected by the project  
El Dorado County Agricultural Commissioner  
El Dorado County Board of Supervisors  
El Dorado County Recorder-Clerk  
El Dorado County Department of Transportation  
El Dorado County Transportation Commission  
El Dorado County Planning Services  
El Dorado County Main Library in Placerville (to make available for public review)  
State Clearinghouse (to be distributed to various state agencies)  
Jamie Beutler  
Bob Smart

# APPENDIX A CEQA CHECKLIST

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This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
<b>II. AGRICULTURE AND FOREST RESOURCES:</b> 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

**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:

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 type="checkbox"/>	<input checked="" 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"/>

**IV. BIOLOGICAL RESOURCES:** Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI. GEOLOGY AND SOILS:** Would the project:

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? Refer to Division of Mines and Geology Special Publication 42?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?
- 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>

**X. LAND USE AND PLANNING:** Would the project:

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"/>

**XI. MINERAL RESOURCES:** Would the project:

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

**XII. NOISE:** Would the project result in:

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 groundborne vibration or groundborne 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic 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"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. POPULATION AND HOUSING:** Would the project:

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"/>

**XIV. PUBLIC SERVICES:**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XV. RECREATION:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <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?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

## APPENDIX B      SENSITIVE SPECIES LIST

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent (P/A)	Rationale
<b>Invertebrates</b>					
valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	FT	Elderberry bushes are sole host plant. Generally in riparian areas.	A	No elderberry bushes were observed within or adjacent to the project area.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT	Vernal pools	A	There are no vernal pools within project limits.
<b>Fish</b>					
delta smelt	<i>Hypomesus transpacificus</i>	FT	Brackish water.	A	No suitable habitat present within project limits.
Central Valley steelhead	<i>Oncorhynchus mykiss</i>	FT (NMF S)	Cool, clear water. Pools w/ abundant escape cover. Gravel beds.	A	No suitable habitat present within project limits.
Central Valley spring-run Chinook salmon	<i>Oncorhynchus tshawytscha</i>	FT (NMF S)	Spawns in deeper water and larger gravel sizes.	A	No suitable habitat present within project limits.
winter-run Chinook, Sacramento River	<i>Oncorhynchus tshawytscha</i>	FE (NMF S)	Prefer deep, large streams.	A	No suitable habitat present within project limits.
<b>Amphibians</b>					

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (P/A)	Rationale
California red-legged frog	<i>Rana aurora draytonii</i>	FT, FX	Permanent water sources for breeding. Woodlands, grasslands and streambanks with plant cover.	P	Potential upland dispersal habitat is present, however, there are no suitable water resources within or adjacent to the project area that would sustain breeding or metamorphosis. Distance between ponds to east and west of project area are greater than CRLF typically travel/migrate. There have been no observations of CRLF recorded within or adjacent to the project area.
foothill yellow-legged frog	<i>Rana boylei</i>	SC	Shallow, slow, gravelly streams and rivers with sunny banks in forest, chaparral, woodlands.	A	No suitable habitat within project limits. No records of this species within project area.
<b>Reptiles</b>					
western pond turtle	<i>Emys marmorata</i>	SC	Ponds, lakes, streams, etc. with abundant vegetation and basking sites	A	No suitable habitat present within project limits. No basking sites.
coast horned lizard	<i>Phrynosoma coronatum (frontale population)</i>	SC	Open areas of sandy soil and low vegetation in valleys, foothills and semi-arid mountains.	A	No suitable habitat within project limits.
<b>Birds</b>					
tricolored blackbird	<i>Agelaius tricolor</i>	SC	Herbaceous wetlands, croplands, grasslands, fresh water marshes with tule, cattails, bulrush, etc.	A	No suitable habitat within project limits.
<b>Mammals</b>					

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent (P/A)	Rationale
Fisher (Distinct Population Segment - DPS)	<i>Martes pennanti</i>	FC	Lives in thick coniferous or mixed coniferous and hardwood forests. It prefers habitats with lots of tree cover and lots of hollow trees for dens.	A	No suitable habitat within project limits.
<b>Plants</b>					
Jepson's onion	<i>Allium jepsonii</i>	CNPS	Woodlands and broad-leaved, especially oaks, coniferous trees. Usually on slopes of serpentine or volcanic rock.	A	No suitable habitat within project limits.
Nissenan manzanita	<i>Arctostaphylos nissenana</i>	CNPS	Open, rocky ridges in coniferous forests and chaparral from 1476-3609 ft.	A	Project area is approx. 863 ft in elevation. No record of this species within or adjacent to project limits.
Pleasant Valley mariposa-lily	<i>Calochortus clavatus var. avius</i>	CNPS	Dry, rocky slopes, chaparral, often on serpentine	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.
Stebbin's morning-glory	<i>Calystegia stebbinsii</i>	FE, SE, CNPS	Associated with chaparral or gabbro (volcanic)-derived soils.	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent (P/A)	Rationale
Pine Hill ceanothus	<i>Ceanothus roderickii</i>	FE, SR, CNPS	Gabbro soils. Restricted to Pine Hill in El Dorado Co.	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.
Red Hills soaproot	<i>Chlorogalum grandiflorum</i>	CNPS	Serpentine and gabbro rock sites. Sites are chaparral with soaproot growing in openings.	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.
Brandegee's clarkia	<i>Clarkia biloba ssp. Brandegeae</i>	CNPS	Foothill woodland, often road cuts. Elev'n of 944-2832 ft	A	Elevation of project is approx.863 ft.
Pine Hill flannelbush	<i>Fremontoden dron californicum ssp. decumbens</i>	FE, SR, CNPS	Scattered rock outcrops between woodland and chaparral. Restricted to gabbro soils.	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.
El Dorado bedstraw	<i>Galium californicum ssp. Sierrae</i>	FE, SR, CNPS	Chaparral, cismontane woodland, lower montane coniferous forest	A	No appropriate habitat within project limits. No record of this species within or adjacent to project limits.
Bisbee Peak rush-rose	<i>Helianthemum suffrutescens</i>	CNPS	Chaparral (often serpentine, gabbro, or Ione substrate)	A	No appropriate habitat within project limits. Project area is comprised of very rocky silt loam and very rocky loam soils per NRCS records. No record of this species within or adjacent to project limits.

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present/Absent (P/A)</b>	<b>Rationale</b>
Parry's horkelia	<i>Horkelia parryi</i>	CNPS	Chaparral and blue oak-gray pine woodland, dry slopes and openings below 3500 feet	A	No appropriate habitat within project limits. No record of this species within or adjacent to project limits.
Layne's ragwort (=butterweed)	<i>Packera/Sencio layneae</i>	FT, SR, CNPS	Chaparral, cismontaine woodland, lower montane coniferous forest	A	No appropriate habitat within project limits. No record of this species within or adjacent to project limits.

**Status Key:**

**FE** = Federally Endangered

**FT** = Federally Threatened

**FT (NMFS)** = Federally Threatened (National Marine Fisheries Service)

**FC** = Federal Candidate

**FX** = Federal Proposed Critical Habitat

**SE** = State Endangered

**SR** = State Rare

**SC** = CDFG Species of Concern

**CNPS** = California Native Plant Society's List of Special Status Plant Species

# APPENDIX C TITLE VI POLICY STATEMENT

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE DIRECTOR  
P.O. Box 942873, MS-49  
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Be energy efficient!*

July 20, 2010

## TITLE VI POLICY STATEMENT

The California 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.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page:  
[http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: [charles\\_wahnnon@dot.ca.gov](mailto:charles_wahnnon@dot.ca.gov).

  
CINDY MCKIM  
Director

*"Caltrans improves mobility across California"*

# APPENDIX D      AVOIDANCE, MINIMIZATION AND MITIGATION SUMMARY

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## ***Visual Resources-Avoidance and Minimization***

The following measures will be incorporated into the project:

- Provide erosion control seeding to all new slopes as well as other disturbed areas.
- Root balls from existing trees shall be completely removed.
- Fill material shall be specified, compacted and prepped for replanting with assistance of project landscape architect or project revegetation specialist.
- Provide soil amendments in all fill slopes, in order to support overall plant survival.
- The project team will coordinate with Caltrans Office of Landscape Architecture for all planting plan preparation.

## ***Visual Resources-Mitigation Measures***

- Plant oak and other native tree seedlings within the right of way where feasible, and where mature trees will not block sight distances. Final replacement ratios will be determined by the revegetation specialist and the project landscape architect during final design.
- Install native shrub planting where oak trees are slated for removal to enhance the visual quality of the new fill slope and to provide added erosion control for the slopes. Shrub height not to exceed 6 feet at maturity, and mature trunks not to exceed 4" in diameter. Shrubs are recommended so as to avoid placing obstacles in the clear recovery zone or the blocking the site distance.

## ***Cultural Resources-Avoidance and Minimization***

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- 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. 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). At this time, the person who discovered the remains will contact Caltrans District 3 Environmental Management so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## ***Water Quality-Avoidance and Minimization***

- A Water Pollution Control Program (WPCP) will be prepared by the contractor. Appropriate construction site BMPs shall be implemented to avoid and minimize water quality impacts.
- No asphalt concrete (AC) grinding may be placed in shoulder backing at locations where erosion or maintenance operations could result in their deposit into waterways.

## ***Hazardous Waste/Materials-Avoidance and Minimization***

- Per the requirements of the California Code of Regulations Title 8, Section 1532.1, the "Lead in Construction" standard, the contractor(s) shall implement a project-specific Lead Compliance Plan (LCP) prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA to prevent or minimize worker exposure to lead-contaminated soil.

- Surplus excavated soil if any shall not be disposed of outside the project limits. Caltrans handling procedures for soil must include Dust Control, Spillage Prevention, and Air Quality Monitoring during construction.
- The contractor's bid package shall include the Caltrans Non-Standard Special Provision "15-027" to address soil disturbing activities that could result in lead exposure.
- The contractor's bid package shall include the Caltrans Standard Special Provision "14-001" if the project includes a work item for removal of paint or thermoplastic (yellow or white paint) from the road surface.
- The contractor's bid package shall include the Caltrans Standard Special Provision "15-305" if yellow paint or yellow thermoplastic paint will be removed while grinding the entire pavement surface and the project will not require the paint or thermoplastic paint to be removed before grinding begins.

***Air Quality-Avoidance and Minimization***

- Caltrans Standard Specifications, Section 14-9.01, "Air Pollution Control," and Section 14-9.02 "Dust Control" shall be implemented to reduce construction related air quality impacts.

***Noise-Avoidance and Minimization***

- Caltrans standard specifications Section 7-1.011, "Sound Control Requirements" shall be implemented to reduce construction related noise impacts.

***Waters of the U.S. and Other Waters-Avoidance and Minimization***

- All streambanks will be stabilized, and erosion control measures as well as Caltrans best management practices (BMPs) will be implemented. In addition, the project area will be left in pre-construction condition. All permit conditions will be adhered to.

***Animal Species-Avoidance and Minimization***

- All tree removal will be scheduled outside of the nesting season (February 15 – September 1). If the project activities begin within the nesting season due to the construction schedule, every effort will be made to remove the trees prior to this timeframe in order to avoid any nesting issues. If this cannot be done, a nesting bird survey will be conducted approximately two weeks prior to any ground disturbance. If any active nests are found, the appropriate buffer zones will be established around them, resource agency personnel will be contacted, and no work will be conducted within these areas.