

# Drainage Rehabilitation



## Initial Study with Proposed Negative Declaration

State Route 80 in Placer and Nevada Counties east of Colfax

03-PLA-80  
PM 56/65

03-4A650

Prepared by the  
State of California Department of Transportation

February 2006



# 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 from the proposed project located in Placer and Nevada Counties, California. This document describes why the project is being proposed, the existing environment that could be affected by the project, and potential impacts from the project, and the proposed avoidance, minimization and/or mitigation measures.

## ***What should you do?***

- Please read this IS. Additional copies of this document as well as the technical studies are available for review at the Caltrans District 3 Office at 703 B Street, Marysville, CA 95901 and the Colfax Library located at 2000 Church Street, Colfax, California, 95713
- We welcome your comments. If you have any concerns regarding the proposed project, send your written comments to Caltrans by the deadline stated below. Submit comments via U.S. mail to Caltrans at the following address:

Jean L. Baker, Branch Chief, Environmental Management.  
California Department of Transportation  
P.O. Box 911  
Marysville, CA 95901

- Submit comments via email to: [jeannie\\_baker@dot.ca.gov](mailto:jeannie_baker@dot.ca.gov)
- Submit comments by the deadline: [March 27, 2006](#)

## ***What happens next?***

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) conduct 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, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Jean L. Baker, Environmental Management, P.O. Box 911, Marysville, CA 05901; (530) 741-4498 Voice or use the California Relay Service TTY number, 1-800-735-2929.

SCH# \_\_\_\_\_  
03-Pla-80  
(56.0/65.0)  
03-4A6500

Drainage Rehabilitate along State Route 80 from Post Mile 56.0 to 65.0 in Placer &  
Nevada Counties near Truckee

**INITIAL STUDY**  
**with Proposed Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
John D. Webb, Chief  
North Region Environmental Services  
California Department of Transportation

## Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

### **Project Description**

The California Department of Transportation (Caltrans) proposes to rehabilitate portions of the roadway drainage system along a 9 mile (mi) segment of State Route (SR) 80 in Placer and Nevada Counties, between Carpenter Flat and Hampshire Rocks Undercrossing. The drainage systems are rapidly approaching the end of their functionality and require rehabilitation.

### **Determination**

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

Caltrans has prepared an Initial Study (IS) 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 land use, growth, farmlands/timberland, community, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, floodplain, geology, soils, visual resources, and hazardous waste.
- The proposed project would have less than significant impacts on water quality implementing the use of Caltrans Best Management Practices and the Statewide National Pollutant Discharge Elimination System (NPDES) permit program.
- The proposed project would have a less than significant impact to cultural resources by establishing Environmentally Sensitive Areas (ESAs) around the cultural sites and incorporating restrictions on construction activities.
- The proposed project would have less than significant impacts on wetlands by establishing ESAs.

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

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Date

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## List of Abbreviated Terms

APE	Area of Potential Effect
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CDFG	California Department of Fish and Game
ESA	Environmentally Sensitive Area
NEPA	National Environmental Policy Act
PM	Post Mile
USC	United States Code
USACE	U.S. Army Corps of Engineers
TCE	Temporary Construction Easement
R/W	Right of Way

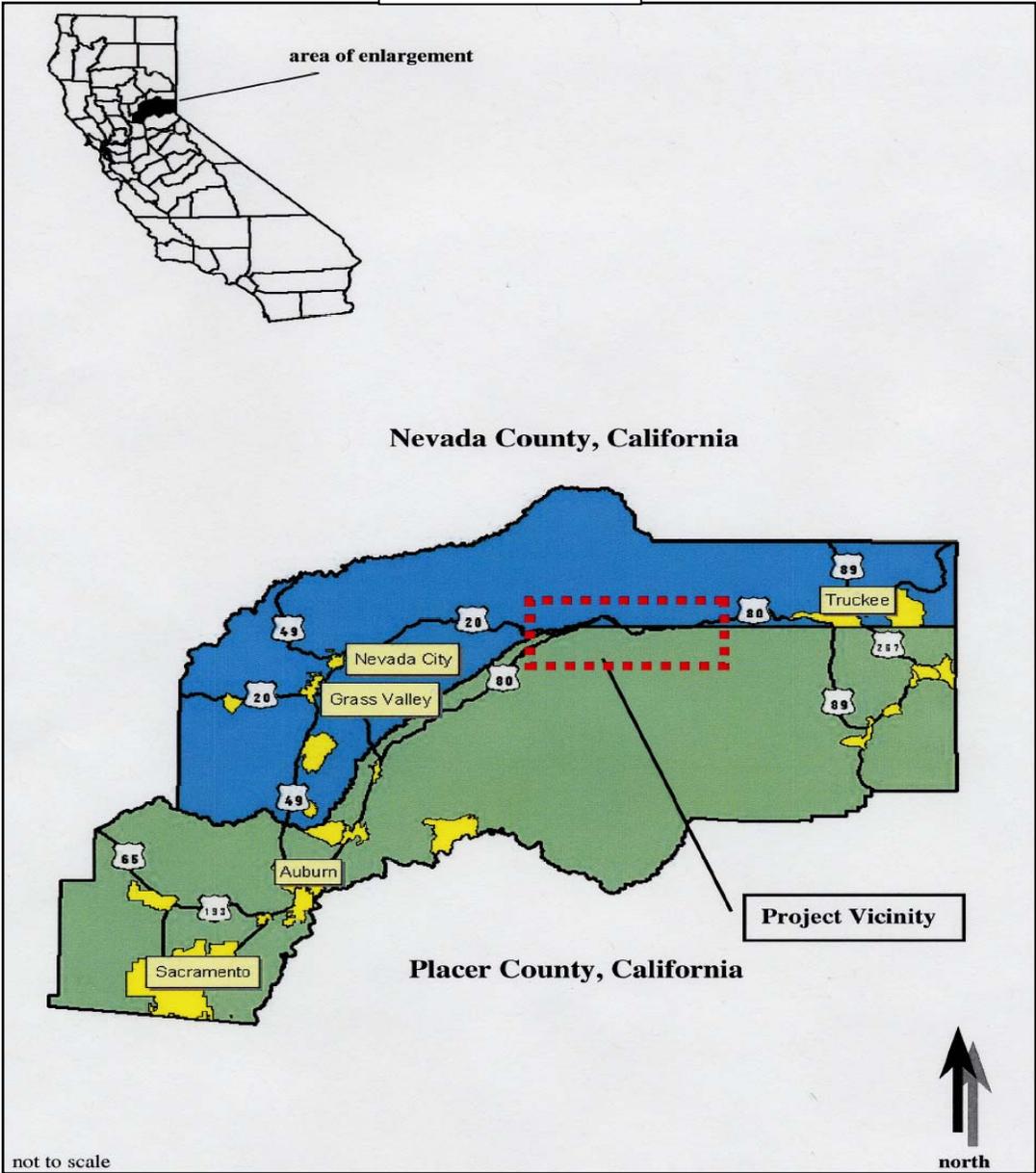
# Chapter 1 Proposed Project

## 1.1 Introduction

The California Department of Transportation (Caltrans) proposes to rehabilitate portions of the roadway drainage system along a segment of State Route (SR) 80 in Placer and Nevada Counties, between Carpenter Flat and Hampshire Rocks Undercrossings. Forty-nine culverts will be rehabilitated along SR 80. The drainage systems are rapidly approaching the end of their functionality and require

rehabilitation. See Figure 1.1 that depicts the project vicinity.

Figure 1.1



## 1.2 Purpose and Need

### 1.2.1 Purpose

The purpose of the project is to rehabilitate portions of the roadway drainage system (inlets, culverts, and down-drains) within a 9 mile (mi) of SR 80 in Placer and Nevada Counties, between Carpenter Flat and Hampshire Rocks Undercrossing. Kingvale Undercrossings. Inspections have determined the drainage facilities have either come to or are rapidly approaching the end of their functionality.

### 1.2.2 Need

Along this 9 mi segment of SR 80, culverts have been slated for rehabilitation because they are severely deteriorated and failure is inevitable in the near future. The culverts have perforated or missing inverts, causing the supporting bedding soils underneath and adjacent to the culverts to erode.

### 1.2.3 Project Description

The project proposes to line culverts with High Density Polyethylene (HDPE) pipe inserts, replace shallow portions outside the roadbed, and replace exposed damaged downdrains. By lining or removing and replacing components of the drainage system, the project will restore service life of the forty-nine culverts to 50 years (see Figure 1.2 below for example of culvert system in project area). The rehabilitation will reduce risk of plugging, improve flow characteristics, eliminate erosion of embankment fill and prevent drainage overflow onto the roadway. Project construction will occur within the State Right of Way (R/W). See Appendix G for the design map.

Figure 1.2



**Table 1.1 Permits and Approvals Needed**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
United States Army Corps of Engineers (USACE)	Section 404 permit	Application for Section 404 permit will be submitted after Final Environmental Document (FED) approval
California Water Resources Board	Section 401 certification	Application for Section 401 certification will be submitted after FED
California Department of Fish and Game (CDFG)	1602 Agreement for Streambed Alteration	Application for 1602 permit will be submitted after FED

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# Chapter 2      Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures

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This chapter explains the impacts that the project would have on the human, physical and biological environments in the project area. It describes the existing environment that could be affected by the project and potential impacts from the project.

## **2.1    Human Environment**

### **2.1.1    Cultural Resources**

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

“Cultural resources” as used in this document refers to architectural and archaeological resources. The primary federal laws dealing with these resources are described below.

The National Historic Preservation Act, as amended, sets forth national policy and procedures regarding "historic properties" -- that is, districts, sites, buildings, structures and objects included in or eligible for the National Register of Historic Places. Section 106 of National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on such properties, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Caltrans complies with these regulations by following requirements set forth under the Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section

106 of the National Historic Preservation Act, as it pertains to the administration of the federally-Aided Highway Program in California (PA), which became effective January 1, 2004.

Under California law, cultural resources are protected by the California Environmental Quality Act as well as Public Resources Code Section 5024.1, which established the California Register of Historic Places. Section 5024.5 requires state agencies to provide notice to, and to confer with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historic resources.

The Native American Graves Protection and Repatriation Act (NAGPRA) addresses the rights of lineal descendants, Indian tribes, Native Hawaiian organizations, and Native American human remains, and certain cultural items (with which they are affiliated).

### ***Affected Environment***

The cultural resources review includes a records search and literature review to identify archaeological investigations and previously recorded sites within and adjacent to the survey area. The survey area includes the Blue Canyon and Cisco Grove, Calif. 7.5-minute USGS quadrangles, that includes the western slope of the Sierra Nevada in Placer and Nevada Counties and range from 5280 to 5800 feet (ft) above mean sea level.

### ***Impacts***

An Area of Potential Effects (APE) was defined to encompass the area within which direct or indirect effects associated with the proposed project could cause alterations in the character or use of any historic property, as per the PA. The APE contains three resources that are eligible and/or potential eligible for inclusion on the National Register: a segment of the Truckee-Donner Emigrant Trail, a segment of the Lincoln/Victory Highway, and archaeological site CA-NEV-506.

The Truckee-Donner Emigrant Trail is near culvert #29 along the southern side of the eastbound lanes on SR 80 at PM 58.74. This resource is outside the area where direct impacts could occur, but is in the APE. No adverse effects are anticipated.

The Lincoln/Victory Highway is an abandoned segment near culvert #28 on the northern side of the westbound lanes on SR 80 near PM 58.46. This resource is in an area where direct impacts could occur since this abandoned road will be used by construction vehicles to access the culvert. Conditions, however, will be imposed on the use of this abandoned highway segment to avoid potential adverse affects. No adverse effects with conditions imposed are anticipated.

Site CA-NEV-506 is within a wide portion of the SR median between east-and westbound lanes of SR 80 near culvert #70 close to PM 62.40. This resource is outside the area of direct impacts that could occur, but in the APE. No adverse effects are anticipated.

### **Avoidance, Minimization and/or Mitigation Measures**

Specific provision will be imposed to eliminate the potential for impacts to cultural resources. An Environmentally Sensitive Area (ESA) Action Plan: Tasks and Responsible Parties (Appendix D) will be implemented in addition to Caltrans Best Management Practices (BMPs) and Standard Special Provisions (SSPs) during construction. At each cultural site, the following measures will be implemented to protect these resources.

### **Truckee-Donner Emigrant Trail (Near culvert #29/PM 62.40)**

An ESA will be established around this site to protect it during construction activities.

1. No construction activity or related ground disturbance will take place within the ESA.
2. No storing or staging of equipment or materials in the ESA.
3. An Environmental Construction Liaison will inspect the construction area to ensure that the ESA is not breached.

### **Lincoln/Victory Highway (Near culvert #28/PM 58.46)**

An ESA will be established around this site to protect it during construction activities.

Rehabilitation of culvert #28 requires use of a backhoe or excavator, which will operate at the location during a 2-3 day period. The following conditions will be imposed on use of the Lincoln/Victory Highway segment to access this culvert.

1. Only construction vehicles with rubber tires will be allowed to operate along the road segment.
2. Work will take place during months when the road surface is dry and solid
3. The gross weight of vehicles operation along the road segment will be limited to 30,000.00 lbs./15.00 tons (13,608,00 kg.)
4. An effort will be made to minimize the number of trips along the road segment.
5. No materials will be stockpiled on the surface of the road segment.
6. No trees will be cut down along the road segment.
7. Use of the road segment will be on a temporary basis for purposes of the current undertaking only.

**CA-NEV-506 (Near culvert #70/PM 62.40)**

An ESA will be established around this site to protect it during construction activities.

1. No construction activity or related ground disturbance will take place within the ESA.
2. No storing or staging of equipment or materials in the ESA.
3. An Environmental Construction Liaison will inspect the construction area to ensure that the ESA is not breached.

If buried cultural materials are encountered during construction activities, the Caltrans Resident Engineer can stop the work in the area of discovery and halt until a qualified archaeologist can evaluate the nature and significance of the find, as outlined in (1) Section 3-6.4 of the Caltrans Environmental Handbook Volume 2, Cultural Resources, and (2) Stipulation XV Post Review Discoveries, Section B.1-3 of the Programmatic Agreement. If during any subsurface disturbance or pavement removal, human skeletal remains are encountered, the Contractor's construction activities, within 32 ft shall be halted immediately and shall not be resumed until permitted in writing by the Resident Engineer. All provisions of the Health and Safety Code 7054 and 7050.5 and the Public Resources Code 5097.9 through 5097.99 shall be followed. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. The California Public Resources Code Section 5097.98 and 5097.99 require protection of Native American remains, which may be found, and outline procedures for handling any burials found. In either instance (buried cultural materials or human remains), the Caltrans District 03 Environmental Management, M2 Branch shall be immediately notified.

## **2.2 Physical Environment**

### **2.2.1 Water Quality and Stormwater Runoff**

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

The primary federal law regulating water quality is the Clean Water Act (CWA). Section 401 of the Act requires a water quality certification from the State Board or Regional Board when a project: 1) requires a federal license or permit (a Section 404 permit is the most common federal permit for Caltrans projects), and 2) will result in a discharge to Waters of the United States (US).

Section 402 of the Act established the National Pollutant Discharge Elimination System (NPDES) permit system for the discharge of any pollutant (except dredge or fill material) into Waters of the US. To ensure compliance with the CWA, Section 402, the State Water Resources Control Board (SWRCB) has issued, to Caltrans, a NPDES Statewide Stormwater Permit (Permit) to regulate stormwater discharges from Caltrans facilities/projects. The permit regulates stormwater discharges from Caltrans R/W both during and after construction, as well as from existing facilities and operations.

The Permit references the technical conditions found in the SWRCB's Construction General Permit. Those technical conditions state construction activities that generate a disturbed soil area equal to or greater than one acre (0.40 hectare), that are part of a Common Plan of Development exceeding one acre (0.40 hectare) or that have the potential to significantly impair water quality, require a Storm Water Pollution Prevention Plan (SWPPP). For those Caltrans projects that do not meet the above criteria, a Water Pollution Control Program (WPCP) is prepared. Subject to Caltrans' review and

approval, the contractor prepares either a SWPPP or a WPCP. The SWPPP and WPCP identify construction activities that may cause pollutants in stormwater and measures to control these pollutants.

***Affected Environment***

The project is located in northern central section of Placer County and the southern central section of Nevada County along SR 80 from PM 56.00 to 662. The highway passes through three hydrologic sub areas. See Table 1.2 for hydrologic sub areas and the corresponding PMs.

**Table 1.2 Major Receiving Waters**

<b>Approximate Post Mile</b>	<b>Major Receiving Water</b>
56-58	Bear River
58-63	North Fork American River
63-66	Lake Spalding

The three principal receiving waters are the Bear River and Lake Spalding to the north of the highway and the North Fork of the American River to the south.

The project resides in a mountain timberline setting at an elevation range from 5,000 to 5,720 ft above mean sea level. Average annual precipitation ranges from 61.4 to 72.4 inches and an approximate rainfall intensity of 0.24 inches per hour.

### ***Impacts***

During the construction phase compliance with the permit requires the appropriate selection and deployment of both structural and non-structural BMPs that achieve the performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution. These permit requirements will eliminate and/or reduce impacts to waters.

### ***Avoidance, Minimization and/or Mitigation Measures***

The following measures are recommended to prevent receiving water pollution as a result of construction activities on this segment of SR 80.

1. The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS # 000003, (Order # 99-06-DWQ), issued by the State Water Resources Control Board.
2. Construction projects with a disturbed area of more than one acre or by request of a Regional Water Quality Control Board require a Caltrans approved Storm Water Pollution Prevention Plan (SWPPP) containing project specific effective erosion and sediment control measures. These measures must address soil stabilization practices, sediment control practices, tracking control practices, and wind erosion control practices. In addition, the project plan must include non-storm water controls, waste management and material pollution controls.
3. The soil disturbing areas may exceed one acre, therefore; it is anticipated that a SWPPP level of temporary pollution controls be implemented. Caltrans Standard Special Provision 07-345 therefore shall be included in the Plans Specification and Estimate Package to address these temporary construction water pollution control measures.

4. As directed by Caltrans' Storm Water Management Plan (SWMP) and the Project Planning and Design Guide (PPDG) an evaluation of the project using the most recent approved evaluation guide is essential in determining if the incorporation of permanent storm water runoff treatment measures shall be considered for this project.
5. In the case of a SWPPP, a report of Notification of Construction (NOC) shall be submitted to the Central Valley Regional Water Quality Control Board (CVRWQCB) at least 30 days prior to the start of construction.

## **2.2.2 Hazardous Waste Materials**

### ***Regulatory Setting***

State and federal laws regulate hazardous materials and hazardous wastes. These laws 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.

In addition, 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.

### ***Affected Environment***

An Initial Site Assessment (ISA) was conducted to include the area on SR 80 in Placer County. No hazardous waste Cortese listed sites are known to exist within the project area.

The only minor potential, hazardous waste/material issue identified was Aerially Deposited Lead (ADL). Historically, lead additives were placed in gasoline. Combustion of gasoline with lead additives resulted in lead particulates, ADL, which over time, has accumulated along the State highway system.

### ***Impacts***

Minor soil and vegetation disturbance will occur. No soil excavated will be exported outside of the project limits during construction of the proposed project

### ***Avoidance, Minimization and/or Mitigation Measures***

Since ADL is potentially present and soil will be disturbed, a Non-Standard Special Provision (NSSP) for excavation and handling is required. The NSSP should address CCR Title 8, Section 1532.1, Lead, which includes a Lead Compliance Plan and Lead Awareness training.

### **2.2.3 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 carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>) and particulate matter that is 10 microns in diameter or smaller (PM<sub>10</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to the Clean Air Act requirements.

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

##### **Regional**

The project is consistent with both the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP), and the Nevada County Transportation Commission (NCTC) Regional transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). As such, the project conforms to regional determination.

### **Natural Occurring Asbestos**

Natural Occurring Asbestos (NOA) is known to exist in serpentine, a greenish greasy-looking rock found within the ultramafic rock. Based on the California Geological Survey and National Resource Conservation service soils map, some ultramafic rocks are found in the western part of both Placer and Nevada Counties.

### ***Impacts***

Based on Local CO Analysis and Caltrans Transportation Project-Level Carbon Monoxide Protocol, the project does not significantly: increase vehicles operating in cold start mode, increase traffic volumes, or worsen traffic flow.

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 Particulate Matter, 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.

### ***Avoidance, Minimization and/or Mitigation Measures***

Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction. The provisions of Section 7-1.01F, Air Pollution Control, and Section 10, Dust Control require the contractor to comply with all pertinent rules, regulations and ordinances of the local air district.

## **Natural Occurring Asbestos**

If NOA is found during construction, Rules and Regulation of the local air quality management districts must be adhered to when handling this material.

### **2.2.4 Noise**

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

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment.

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

This project does not meet the definition of a Type 1 Project. A Type 1 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. This project, therefore, does not require any traffic noise analysis.

#### ***Impacts***

During construction, noise may be generated from the contractor's equipment and vehicles.

#### ***Avoidance, Minimization and/or Noise Abatement***

Noise generated during construction could be contained if the contractor conforms to the provisions of Caltrans Standard Specifications, **Section 7-1.01 I, "Sound Control Requirements"**. This section requires the contractor to comply with all local sound control and noise level rules, regulations and ordinances, which apply to any work performed pursuant to the contract.

Each internal combustion engine, used for any purpose on the job or related to

the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

## **2.3 Biological Environment**

### **2.3.1 Wetlands and Other Waters**

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

Wetlands and Waters of the US are protected under a number of laws and regulations. The Federal CWA of 1977, 33 USC 1344 is the primary law regulating the Nation's waters. Waters of the US include wetlands, navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can 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 regulated by the US Army Corps of Engineers (USACE) with oversight by the US Environmental Protection Agency (EPA). As referenced in this document, "jurisdictional waters" are waters under the regulatory jurisdiction of the USACE.

To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances for an area to be designated as a jurisdictional wetland under the CWA.

## ***Affected Environment***

### **Wetlands**

Within the project area, using the USACE criteria for classifying wetlands, a number of wetlands have been identified at culvert locations and listed in the Table 2.1 below.

**Table 2.1 Culvert Systems with Wetlands**

<b>Culvert system #</b>	<b>Habitat Type</b>	<b>Level of Impacts</b>	<b>Potential Repairs/Rehabilitation Construction Techniques</b>	<b>Potential Amount of Soil Disturbance (at inlet and outlet)</b>
29	Wetlands	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.020 acre
75B	Wetlands	Temporary	Dewater the system	0.005 acre
2A	Wetlands	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.015 acre
<b>Total Acreages of Wetlands</b>				<b>0.040 acre</b>

## Waters of the US

The ordinary high water mark is used to delineate the limits of the ephemeral, intermittent and ephemeral Waters of the US, excluding wetlands. Table 2.2 depicts the culvert locations where Waters of the US were detected.

**Table 2.2 Culvert Systems with Sensitive Natural Communities**

<b>Culvert system #</b>	<b>Habitat Type</b>	<b>Level of Impacts</b>	<b>Potential Repairs/Rehabilitation Construction Techniques</b>	<b>Potential Amount of Soil Disturbance (at inlet and outlet)</b>
30	Waters of U.S.	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.0138 acre
30A	Waters of U.S.	Permanent	Cut payment to insert liner, RSP placed at inlet	0.0138 acre
32	Waters of U.S.	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.0138 acre
33	Waters of U.S.	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.0138 acre
34	Waters of U.S.	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.0138 acre
61	Waters of U.S.	Temporary	Clear vegetation temporarily for liner to be inserted. No RSP anticipated	0.0138 acre
70	Waters of U.S.	Temporary	No fill anticipated	0.0281 acre
75	Waters of U.S.	Permanent	Minor excavation, vegetation clearing, RSP	0.0281 acre
75C	Waters of U.S.	Temporary	Dewater the system	0.0138 acre
86	Waters of U.S.	Temporary	Foot/hand work only	0.0138 acre
<b>Total Acreages of Waters of the US</b>				<b>0.152 acre</b>

## ***Impacts***

### **Wetlands**

The project proposes to rehabilitate culverts that allow water flow to and from the wetlands to adjacent waters. Therefore, the wetlands will have temporary impacts associated with construction. The anticipated total wetland acreage affected is 0.040 acres. All impacts at the culvert systems will be temporary. Construction at each of the various system locations will be completed within one growing season.

### **Waters of the US**

The project proposes to rehabilitate culverts that allow water flow, which can hydrologically connect drainages to the South Yuba River. Therefore, the Waters of the US will have temporary impacts associated with construction. The proposed affected acreage to Waters of the US is 0.152 acres.

Most impacts at the culvert systems will be temporary. Construction at each of the various system locations will be completed within one growing season.

## ***Avoidance, Minimization and/or Mitigation Measures***

### **Wetlands and Waters of the US**

The following avoidance, minimization, and mitigation measures shall be implemented in areas where jurisdictional Waters of the US and wetlands are impacted. See list below and Appendix E for the details of these minimization measures. The numbers associated with the minimization measures correlate to the detailed list in Appendix E.

- ➔ 01-Establish Environmentally Sensitive Areas.
- ➔ 03-Minimize Disturbance to Creek Channel and Adjacent Areas.
- ➔ 04-Containment Measures / Construction Site Best Management Practices.
- ➔ 05-Restore Riparian and Stream Habitat Disturbed by Construction

## 2.3.2 Animal and Plant Species

### ***Regulatory Setting***

Many state and federal laws regulate impacts to wildlife, fish, and plants. The US Fish and Wildlife Service (USFWS), the National Marine Fisheries Service and the California Department of Fish and Game (CDFG) are responsible for implementing these laws.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- Endangered Species Act
- Rivers and Harbors Act
- Wild and Scenic Rivers Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- California Endangered Species Act
- Sections 1601 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code
- California Native Plant Protection Act

### ***Affected Environment***

Within the project area, sensitive resources (i.e. sensitive species) were identified using USFWS species information and California Native Plant Surveys (CNPS), within the three US Geological Survey (USGS) 7 ½ Quadrangles (Soda Springs, Blue Canyon, and Cisco Grove). Also, a search of the California Natural Diversity Database (CNDDDB) identified previously recorded special status species within a 5-mi. radius of the project area. All the above findings are listed in Appendix E.

Studies showed that within the project areas, there are few sensitive resources with regards to fish, plants, and wildlife. Because there are no migratory fish species, and there is little to no adequate habitat for special status plant species, the project will have not affect on these species. However, the resources (Sierra Nevada Snowshoe Hare, migratory birds, and bats) may be affected and are discussed as follows.

### **Sierra Nevada Snowshoe Hare**

The Sierra Nevada Snowshoe Hare (SNSH: *Lepus americanus tahoensis*) is a CDFG species of special concern. Suitable nesting and foraging habitat exists for this species within and adjacent to the project area.

### **Bats**

Tree roosting bats may use the forested areas within the project area. In addition to bat species listed as sensitive by the resource agencies, state laws protect bats and their occupied roosts from harassment and destruction. Protection under California Law is found in the Fish Game Code Section 2000, 2002, 2014 and 4150, and under California Code of Regulations section 251.1.

### **Migratory Birds**

Migratory birds or raptors may be within the project area and nest in vegetation between **April 1<sup>st</sup> and August 15<sup>th</sup>**. The federal Migratory Bird Treaty Act (MBTA) protects migratory bird species. The complete list of birds protected by this act appears in Title 50 of the Code of Federal Regulations, Section 10.13. Within this list, the following bird species are identified and could potentially occur within the project area.

- **Oak Titmouse**
- **Black Swift**
- **Black Tern**
- **Flammulated Owl**
- **Lewis's Woodpecker,**
- **White Headed Woodpecker**
- **Rufous Hummingbird**
- **Peregrine Falcon**
- **Bald eagle**
- **California Spotted Owl**

## **Project Impacts**

### **Sierra Nevada Snowshoe Hare**

This species may be potentially indirectly impacted. Construction noise and activities within the project area may temporarily disrupt normal foraging, movement, or nesting patterns within the project vicinity. Vegetation removal performed by Caltrans for drainage improvements should not negatively affect this species.

### **Bats**

Although the removal of woody vegetation required for the culvert repairs/rehabilitation throughout the project area has the potential to directly impact bat roosts, vegetation removal is not expected to significantly impact populations of tree roosting bat species. Approximately 0.70 acre of woody vegetation (conifers, black oaks and cottonwoods), ranging in size from 1" to greater than 40" Diameter Breast Height (DBH), may be affected. Of these, smaller trees (DBH < 12") probably do not possess appropriate structures for use as bat day roosts (exfoliating bark, cavities, or fissures) for tree roosting bats, and are more likely to be used as temporary night roosts the larger trees (DBH > 12") and snags are more likely to possess appropriate structures for use as bat day roosts.

In addition to the potential to directly impact bat roosts, they may potentially indirectly impacted, although these impacts are expected to be minor. Construction noise and activities within the project area may temporarily disrupt normal foraging, movement, or roosting patterns within the project vicinity. Bat populations are not likely to be significantly impacted by the proposed project.

### **Migratory Birds**

No direct impacts to migratory bird species are expected to occur if avoidance measures are incorporated into the project. Because suitable nesting and foraging habitat for these species exists within and adjacent to the project area, these species may be potentially indirectly impacted. However, the impacts are expected to be minor. Construction noise and activities within the project area may disrupt normal

foraging, movement, or nesting patterns within the project vicinity. However, because of existing traffic noise levels along the SR 80 corridor, migratory bird species are not likely to be significantly impacted by the proposed project.

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

#### **Sierra Nevada Snowshoe hare**

The following measures are proposed to reduce impacts to riparian vegetation and potential impacts to SNSH, and implemented in all areas where the removal of woody riparian vegetation is proposed. See list below and Appendix E for the details of these minimization measures.

- ➔ 03-Minimize Disturbance to Creek Channel and Adjacent Areas.
- ➔ 05-Restore Riparian and Stream Habitat Disturbed by Construction.
- ➔ 08-Limit Vegetation Removal.

#### **Bats**

The following measures are proposed to offset potential impacts to woody vegetation suitable for roosting bats, and will be implemented in all areas where the removal of woody vegetation is proposed. See Appendix E for full detail of the minimization measures.

- ➔ 08-Limit Vegetation Removal
  
- ➔ **Bat Survey:** If woody vegetation removal, construction, grading, or other project-related improvements are scheduled during the breeding period of bats (spring through summer), a focused survey for active bat roosts shall be conducted by a qualified biologist within 30 days prior to the beginning to project-related activities. If active maternal roosts sites are found, Caltrans will coordinate with CDFG to comply with provisions of the Fish and Game Code of California. If a lapse in project related work of thirty days or longer occurs, another survey and, if required consultation with CDFG would be required before the work can be reinitiated.

## **Migratory Birds**

If any work will alter vegetation, the Contractor will take measures as necessary to prevent impacts to migratory birds and raptors, including any part, nest, or egg or any such bird. The following avoidance and minimization measures are designed to reduce impacts to nesting and roosting raptors and migratory bird species, and will be implemented in all areas where the removal of woody vegetation is proposed. See list below and Appendix E for the details of minimization measures.

- ➔ 06-Restrict Timing of Woody Vegetation Removal.
- ➔ 07-Nesting Bird Survey.
- ➔ 08-Limit Vegetation Removal.

## Chapter 3      Comments and Coordination

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Agency consultation has been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and public noticing. This chapter summarizes the results of Caltrans' efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

- March 28, 2005, the PDT met to discuss design, environmental issues, permit requirements, R/W, and project schedule.
- May 3, 2005, the PDT met to discuss project schedule and Risk Management Plans.
- July 27, 2005, the PDT met to discuss project scope and delivery strategy.
- August 4, 2005, the PDT met to discuss status of project, which included the following functional units: hydraulics, Environmental, R/W, Construction, Maintenance Engineering, Survey, Landscape, and NPDES.
- August 23 and 24, 2005, a field review was conducted with Caltrans staff from different branches associated with the project to determine appropriate rehabilitation methods to be utilized.
- September 6, 2005, the PDT met to discuss project scoping, permits, design, and schedule, environmental issues.
- December 7, 2005, the PDT met to discuss progress of project delivery.

## Chapter 4 List of Preparers

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The following Caltrans North Region staff prepared this document:

- Jeannie Baker, Senior Environmental Planner. Contribution: Environmental Branch Chief.
- Mike Bartlett, Project Manager. Contribution: Project Management.
- Jeff Haney, Associate Environmental Planner. Contribution: Cultural Resources Studies.
- Kidianga Tshiunza, Project Engineer. Contribution: Project Design.
- Mark Melani, Transportation Engineer. Contribution: Hazardous Waste Site Assessments.
- Sandra White, Environmental Planner. Contribution: Biological Studies.
- Sharon Tang, Air/Noise Technical Specialist. Contribution: Air/Noise Technical Analysis.
- Darla Tate, Associate Environmental Planner. Contribution: Document Preparation.

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## Appendix A CEQA Checklist

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The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

The California Environmental Quality Act requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A mark in the “no impact” column of the checklist reflects this determination. Any needed explanation of that determination is provided at the beginning of Chapter 2.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**AESTHETICS** - 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 building 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> |

**AGRICULTURE RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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)?

d) Expose sensitive receptors to substantial pollutant concentration?

e) Create objectionable odors affecting a substantial number of people?

**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?

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 U.S. Fish and Wildlife Service?

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?

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?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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**COMMUNITY RESOURCES** - Would the project:

a) Cause disruption of orderly planned development?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Be inconsistent with a Coastal Zone Management Plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Affect lifestyles or neighborhood character or stability?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Affect minority, low-income, elderly, disabled, transit-dependent, or other specific interest group?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Affect employment, industry, or commerce, or require the displacement of businesses or farms?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Affect property values or the local tax base?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Affect any community facilities (including medical, educational, scientific, or religious institutions, ceremonial sites or sacred shrines)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Result in alterations to waterborne, rail, or air traffic?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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j) Support large commercial or residential development?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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k) Affect wild or scenic rivers or natural landmarks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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l) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours, and temporary access, etc.)?

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

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Disturb any human remains, including those interred outside of formal cemeteries?

**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.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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?

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.

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?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mi. of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mi. 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"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**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 type="checkbox"/> | <input checked="" 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"/> |
| 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"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**LAND USE AND PLANNING** - Would the project:

a) 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?

b) Conflict with any applicable habitat conservation plan or natural community conservation plan?

**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?

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?

**NOISE** - Would the project:

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?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mi. of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip,

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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**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"/>
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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"/>
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**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"/>
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Police protection?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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**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"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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**TRANSPORTATION/TRAFFIC** - Would the project:

a) Cause an increase in traffic which his substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

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

c) Result in a change in air traffic patters, 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"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incomplete uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Result in inadequate parking capacity?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**UTILITY 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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Require or result in the construction of new stormwater drainage 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"/>
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d) Have sufficient water supplies available to serve the

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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 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"/>
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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"/>
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**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, or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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# Appendix B Title VI Policy Statement

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**  
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*Flex your power!  
Be energy efficient!*

January 14, 2005

## 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, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON  
Director

*"Caltrans improves mobility across California"*

## Appendix C List of Technical Studies

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- Air Quality and Noise Report
- Cultural Report
- Hazardous Waste Initial Site Assessment
- Natural Environment Study

# Appendix D Environmentally Sensitive Area (ESA) Action Plan: Tasks and Responsible Parties

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ESA Action Plan  
Page 1 of 2

## Environmentally Sensitive Area (ESA) Action Plan: Tasks and Responsible Parties.

Stage	Task	Responsible party*	Task completed (date and initial)
Prior to Construction	The Caltrans PQS will ensure that ESAs for one prehistoric archaeological site (CA-NEV-506) and two historic period sites (the Truckee-Donner Emigrant Trail and Lincoln/Victory Highway segments) are clearly described and illustrated in the plans, specifications, and estimates prepared to guide construction of the undertaking.	Caltrans PQS, Project Manager, and Project Engineer	
	All responsible parties, including the Caltrans PQS, will review the PS&E package.	Project Coordinator, Project Manager, and Caltrans PQS	
	This ESA Action Plan will be part of the RE Pending File.	Environmental Branch Chief, Project Coordinator, Project Manager, Caltrans PQS, Area Construction Senior, and Resident Engineer.	
	ESAs will be discussed during the pre-construction meeting. The importance of ESAs will be discussed with construction personnel and it will be stressed that no construction activity (including storing or staging of equipment or materials) should occur within the ESAs and that workers must remain outside of the ESAs at all times. Additionally, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.	Caltrans PQS, Environmental Construction Liaison, Resident Engineer, and Contractor	
	The Resident Engineer will notify Caltrans PQS and Environmental Branch Chief at least three weeks in advance of construction to ensure that a Caltrans PQS will be available to monitor fence installation and allow for a field review of ESA locations.	Caltrans PQS, Environmental Branch Chief, Environmental Construction Liaison, and Resident Engineer	
	Field review of ESA locations.	Caltrans PQS, Environmental Construction Liaison, and Resident Engineer	

Stage	Task	Responsible party*	Task completed (date and initial)
	Temporary plastic fencing will be installed by the contractor along the proposed right-of-way and TCEs in the vicinity of the sites at least one week prior to initiating any work in those areas (see attached Figures 1 and 2). The Caltrans PQS will coordinate this activity with the Environmental Construction Liaison and Resident Engineer, and be present to supervise and monitor fence installation.	Caltrans PQS, Environmental Construction Liaison, Resident Engineer, and Contractor	
During Construction	Caltrans PQS will be notified when construction begins and will inspect the construction area on a weekly basis to ensure that the ESAs are not breached. The Environmental Construction Liaison will be present at all times during construction to ensure the integrity of ESAs.	Caltrans PQS, Environmental Construction Liaison, and Resident Engineer	
	Caltrans PQS will notify the State Historic Preservation Officer within 48 hours of any ESA breach and consult immediately to determine how the breach will be addressed. The Caltrans PQS will also consult with representatives of local Native American groups.	Caltrans PQS	
After Construction	The Environment Construction Liaison will inform the Caltrans PQS when construction is finished.	Caltrans PQS and Environmental Construction Liaison	
	The Contractor, under supervision of the Environmental Construction Liaison and/or Caltrans PQS, will remove temporary fencing at the conclusion of construction.	Caltrans PQS, Environmental Construction Liaison, and Contractor	
	The Caltrans PQS will review the locations of any permanent ESAs with the Area Maintenance Superintendent to ensure the ongoing integrity of the ESAs.	Caltrans PQS and Area Maintenance Superintendent	

**\*Responsible parties as of December 2005:**

Title	Contact	Phone number
Caltrans PQS	Jeff Haney	(530) 741-7114
Project Coordinator	Darla Tate	(530) 741-7113
Environmental Branch Chief	Jean L. Baker	(530) 741-4498
Environmental Construction Liaison	Kelley Phillips	(916) 274-0569
Project Manager	Winder Bajwi	(530) 741-4432
Project Engineer	Juan Jauregui	(530) 741-4450
Area Construction Senior	to be named	
Resident Engineer	to be named	
Area Maintenance Superintendent	to be named	

# Appendix E    Minimization and Avoidance Measures - Detailed

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**01-Establish Environmentally Sensitive Areas:** Additional direct and indirect impacts to sensitive biological resources, including wetlands and jurisdictional waters, throughout the project area will be avoided or minimized by designating these features outside of the construction impact area as “environmentally sensitive areas” (ESAs) on project plans and in project specifications. ESA information will be shown on contract plans and discussed in the Special Provisions. ESA provisions may include, but are not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment or casting of excavation materials). ESA provisions shall be implemented as a first order of work, and remain in place until all construction activities are complete.

**02-Restrict Timing of In-Stream Activities:** To avoid potential impacts to fisheries and wildlife resources and water quality, no work will be performed within surface water drainages within the project area until flows have ceased and the streambed is dry. It is predicted that in most years, the seasonal dry period of these drainages occurs between July 15<sup>th</sup> and October 15<sup>th</sup>, however work within these drainages will be subject to stream conditions and permit restrictions.

**03-Minimize Disturbance to Creek Channel and Adjacent Areas:** Disruption of the streambed and adjacent riparian corridor will be minimized. All stream and riparian habitat areas outside of the construction limits will be designated as ESA's.

Disturbed areas within the construction limits, including temporary or permanent access routes, will be graded to minimize surface erosion and siltation into streambeds. Any access routes will be removed after each construction season and the streambed and bank will be re-contoured back to the general angle of repose that existed post- construction. Streambanks

and adjacent areas that are disturbed by construction activities will be stabilized to avoid increased erosion during subsequent storms and runoff. Bare areas will be covered with mulch and re-vegetated to pre-project conditions. Construction site BMP's will be utilized to prevent contamination of the streambank and watercourse from construction material and debris as detailed in measure #04.

**04-Containment Measures / Construction Site Best Management Practices:** Measures will be employed to prevent any construction material or debris from entering surface waters or their channels. BMP's for erosion control will be implemented and in place prior to during, and after construction in order to ensure that no silt or sediment enters surface waters.

Caltrans' Standard Specifications require the Contractor to submit a Water Pollution Control Plan. This plan must meet the standards and objectives to minimize water pollution impacts set forth in section 7-1.01G of Caltrans' Standard Specifications. The Water Pollution Control Plan must also be in compliance with the goals and restrictions identified in the Central Valley Water Quality Control Board's Basin Plan. Compliance will occur with measures in the 401 Certification, 1602 Agreement, or 404 Permit. These standards/objectives at times referred to as "Best Management Practices" (BMP's), include but are not limited to:

Where working areas encroach on live or dry streams, lakes, or wetlands, RWQCB-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be constructed and maintained between working areas and streams, lakes and wetlands. During construction of the barriers, discharge of sediment into streams shall be held to a minimum. Discharge will be contained through the use RWQCB-approved measures that will keep sediment from entering protected waters.

Oily or greasy substances originating from the Contractor's operations shall not be allowed to enter or be placed where they will later enter a live or dry stream, pond, or wetland.

Asphalt concrete shall not be allowed to enter a live or dry stream, pond, or wetland.

**05-Restore Riparian and Stream Habitat Disturbed by Construction:** Prior to vegetation removal, the area will be surveyed by a qualified biologist or landscape architect for a complete accounting of species and their quantities present within the construction limits. Upon completion of the construction project, streambanks will be permanently stabilized and the riparian areas will be re-planted with appropriate native species. Tree and shrub species that will be used for the restoration will include willow, alder, and cottonwood. Stream channels will be re-graded to pre-construction conditions.

**06-Restrict Timing of Woody Vegetation Removal:** It is recommended that the removal of any woody vegetation (trees and shrubs) required for the project is completed between September 15<sup>th</sup> and April 14<sup>th</sup> prior to project construction. This time period is considered to be outside of the predicted nesting season for raptors and migratory birds, and during the predicted winter migration period for many bat species in this area. Vegetation removal outside this time period may not proceed until a survey by a qualified biologist determines no nests or structures appropriate for bat day roosts are present or in use (also see measure 07 below).

**07-Nesting Bird and/or Bat Survey:** If woody vegetation removal, construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (March 1<sup>st</sup> to August 30<sup>th</sup>), a focused survey for active nests of such birds shall be conducted by a qualified biologist within 30 days prior to the beginning to project-related activities. If active nests are found, Caltrans shall consult with CDFG regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with CDFG to comply with provisions of the Fish and Game Code of California. If a lapse in project related work of thirty days or longer occurs, another survey and, if required, consultation with CDFG will be required before the work can be reinitiated.

**08-Limit Vegetation Removal:** Vegetation removal shall be limited to the absolute minimum amount required for construction. Trimming vegetation to ground level is preferred over removal.

**09-Weed Free Construction Equipment:** All off-road construction equipment to be cleaned of potential noxious weed sources (mud, vegetation) before entry the project area and after entering a potentially infested area before moving on to another area, to help ensure noxious weeds from outside of the project area are not introduced into the project area. The contractor shall employ whatever cleaning methods (typically with the use of a high-pressure water hose) are necessary to ensure that equipment is free of noxious weeds. Equipment shall be considered free of soil, seeds, and other such debris when a visual inspection does not disclose such material. Disassembly of equipment components or specialized inspection tools is not required. Equipment washing stations shall be placed in areas that afford easy containment and monitoring (preferably outside of the project area), and that do not drain into the forest or sensitive (riparian, wetland, etc.) areas.

**10-Weed Free Erosion Control Treatments:** To further minimize the risk of introducing additional non-native species into the area, only native plant species appropriate for the project area will be used in any erosion control or revegetation seed mix or stock. No dry-farmed straw will be used, and certified weed-free straw shall be required where erosion control straw is to be used. In addition, any hydro-seed mulch used for revegetation activities must also be certified weed-free.

**11- Equipment Staging in Weed Free Areas:** To avoid spreading known weed infestations into other areas of the project, known noxious weed sites infestations within or adjacent to the project area shall be isolated and avoided to prevent spreading weeds within the project. Areas of known noxious weed infestations will be indicated in project plans and specifications, and in the field with the use of temporary orange fencing. The staging or operation of equipment within these isolated areas shall be restricted. Smaller infestations of noxious weeds within the project area shall be eradicated if feasible.

## Appendix F Sensitive Animal Species Considered in Environmental Study

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Scientific Name	Common Name	Status	Habitat	Potential within project vicinity
<i>Accipiter gentilis</i>	Northern goshawk	FSC, SSC	Mature coniferous forests	Moderate. Not expected to nest within project impact area/ highway corridor
<i>Acipenser medirostrus</i>	Green Sturgeon	FC, SSC	Deep water channels of the Sacramento and Klamath Rivers	None. Project outside of known species range
<i>Cypseloides niger</i>	Black Swift	SSC	Breeds in small colonies on cliffs, often behind or adjacent to waterfalls	Low. Lack of suitable nesting habitat
<i>Euderma maculatum</i>	Spotted Bat	FSC, SSC	Occurs in a variety of habitats. Roosts in rock crevices along cliffs or caves	Low. Project unlikely to impact roosting areas
<i>Eumops perotis californicus</i>	Greater Western Mastiff Bat	FSC, SSC	Occurs in a variety of habitats. Roosts in cliff face crevices	Low. Project unlikely to impact roosting areas
<i>Falco peregrinus anatum</i>	Peregrine Falcon	CT	Nests and roosts on protected ledges	Low. No suitable nesting habitat unavailable in project vicinity
<i>Gulo gulo luteus</i>	California wolverine	CT	Prefers remote open terrain above timberline	Low. Elevation for project is too low.
<i>Haliaeetus leucocephalus</i>	Bald Eagle	FT, SE	Coniferous and conifer/hardwood forests near water	Low. No good source open water for foraging
<i>Hydromantes platycephalus</i>	Mount Lyell Salamander	FSC, SSC	Inhabits high elevation rock fields in mixed conifer, lodgepole pine, and subalpine areas, using rock fissures seeps, shade, and low plants	Low. Appropriate habitat not present in project area.
<i>Hypomesus transpacificus</i>	Delta Smelt	FT, ST	Inhabits slow waters of Sacramento-San Joaquin Delta and tributaries	None. Project outside of known species range
<i>Lepus americanus tahoensis</i>	Sierra Nevada Snowshoe Hare	FSC, SSC	Early successional montane forests with brushy understory	Moderate. Potential suitable habitat is located within project area.

<i>Martes americana</i>	American Marten	FSC	Mature coniferous forests	Low. Lack of suitable denning habitat, may forage within project vicinity
<i>Martes pennanti</i>	Pacific Fisher	FC, SSC	Mature coniferous forests	Low. Lack of suitable denning habitat, project area within suspected distribution gap.
<i>Melanerpes lewis</i>	Lewis Woodpecker	FSC	Pine forest, wooded riparian, open canopy with vegetated understory.	Moderate. Suitable habitat present on project site. Not detected during surveys.
<i>Monadenia mormonum buttoni</i>	Button's Sierra Sideband Snail	FSC	Aquatic habitat. Known from El Dorado and Calaveras Counties	Low. Insufficient life history information.
<i>Myotis ciliolabrum</i>	Small Foot Myotis	FSC	Inhabits relatively arid woody and brushy uplands near water. Colonies roost in buildings, mines, and caves	Low. Project area may provide foraging habitat, marginal breeding or roosting habitat available. Unconfirmed presence in Tahoe region
<i>Myotis evotis</i>	Long Eared Myotis	FSC	Inhabits a variety of wooded habitats. Roosts in buildings, crevices, under bark, and in snags	Moderate. Forest adjacent to project area may provided suitable roosting and foraging habitat
<i>Myotis thysanodes</i>	Fringed Myotis	FSC	Inhabits a variety of wooded habitats. Roosts in caves mines, crevices and buildings.	Moderate. Project area may provide foraging habitat, marginal breeding or roosting habitat available.
<i>Myotis volans</i>	Long Leg Myotis	FSC	Commonly inhabits woodlands and forests above 4,000 ft.. Roosts in rock crevices, buildings, tree bark, in snags, mines, and cave.	Moderate. Forest adjacent to project area may provided suitable roosting and foraging habitat
<i>Myotis yumanensis</i>	Yuma myotis	FSC	Inhabits open forests and woodlands near water. Roosts in caves, mines, crevices, and buildings.	Moderate. Project area may provide foraging habitat, marginal breeding or roosting habitat available.
<i>Onochorhynchus mykiss</i>	Central Valley Steelhead	FT	Andromous. Known in the Sacramento Watershed.	None. Project outside of known species range.
<i>Otus flammeolus</i>	Flammulated Owl	FSC	Montane forested habitats often with brushy understory, nests in available cavities	Moderate. Foraging and roosting habitat is available. Project areas generally lacks snags and decadent wood with cavities for nesting.
<i>Picoides albolarvatus</i>	White Headed Woodpecker	FSC	Mature coniferous forest.	Moderate. Suitable habitat present on project site. Not detected during surveys.

<i>Pogonichthys macrolepidotus</i>	Sacramento Splittail	FSC, SSC	Inhabits slow waters of Sacramento-San Joaquin Delta and tributaries	None. Project outside of known species range
<i>Rana boylei</i>	Foothill Yellow Legged Frog	FSC, SSC	Shallow streams and riffles with rock substrate	Low. Project area considered outside of normal elevation range for species.
<i>Rana draytonii</i>	California Red-legged Frog	FT, SSC	Streams, pond, deep pond for breeding	None. Project area considered outside of normal elevation range for species.
<i>Rana muscosa</i>	Mountain Yellow Legged Frog	FC, SSC	Mountain streams lakes and ponds.	Low. Project area does not have deep enough pools of water for tadpoles to overwinter.
<i>Selasphorus rufus</i>	Rufous Humming bird	FSC	Coniferous forest	Moderate
<i>Spirinchus thaleichthys</i>	Longfin Smelt	FSC, SSC	Salt – brackish water in the Sacramento – San Joaquin Delta	None. Project outside of known species range
<i>Strix occidentalis occidentalis</i>	California Spotted Owl	FSC, SSC	Mature forests. Nests in available cavities	Low. No available nesting habitat.
<i>Vulpes vulpes necator</i>	Sierra Nevada red Fox	FSC, ST	Coniferous forests above 5,000 ft., often associated with montane meadows	Low. Potentially suitable habitat is present within project area. Not detected during recent surveys
	Migratory Bird Species (Nesting)	FSC	Many	High, May nest within project area from Apr 15 – Sept 15

**SE:** State Endangered

**ST:** State Threatened

**SSC:** State Special Concern: Plants protected under Native Plant Protection Act (NPPA), California Environmental quality Act (CEQA), or the Natural Communities Conservation Planning Act (NCCPA)

**FE:** Federal Endangered

**FT:** Federal Threatened

**FPE:** Federal Proposed Endangered

**FPT:** Federal Proposed threatened **FC:** Federal Candidate Species

**FSC:** Federal Species of Concern- Species for which the USFWS has sufficient information to propose them as threatened or endangered under the Endangered Species Act; however, are not at this point legally protected.

## Appendix G Design Maps

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