

Yellow Creek Bridge Replacement Project

PLUMAS COUNTY, CALIFORNIA

02-PLU-70-PM 14.9

EA#: 02-1C750

EFIS#: 02-0000-0080

Draft Initial Study with Proposed Negative Declaration



Prepared by the
State of California, Department of Transportation
Caltrans District 2
1657 Riverside Drive, MS-30
Redding, CA 96001

October 2014

General Information about this Document

What's in this document?

This Draft Initial Study with proposed Negative Declaration (IS/ND) examines the potential environmental effects of a proposed transportation project on State Route 70, in Plumas County near the town of Belden. The primary purpose for the project is to provide a reliable highway crossing that meets modern highway design standards and accommodates interregional transportation needs. The project includes construction of a new bridge on the same alignment as the existing bridge, and removal of the existing Yellow Creek Bridge (Bridge No. 09-0008). This Initial Study was prepared to comply with the California Environmental Quality Act (CEQA). This document describes the purpose and need for the project, project alternatives, existing conditions, and potential effects from the proposed project.

What should you do?

- Please read this Initial Study
- You are invited to review the environmental document. A printed copy of the document can be found during business hours (Monday-Friday, 7:30 a.m. to 4:30 p.m.) at the Caltrans District Office located at 1657 Riverside Drive in Redding, or at the Quincy Post Office (Monday-Friday, 8:30 a.m. to 5:00 p.m.), located at 222 Lawrence Street in Quincy. A copy of the environmental document is also available on Caltrans' website at www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm.
- We welcome your comments. If you have any information or concerns regarding the project, please send your written comments to Caltrans by the deadline. Submit comments via regular mail to:

California Department of Transportation
Attention: Christopher Quiney
North Region Office of Environmental Mgmt., MS-30
1657 Riverside Drive
Redding, CA 96001

- You may also submit comments via e-mail to Chris.Quiney@dot.ca.gov
- Submit comments by the deadline: December 3, 2014.

What happens after this?

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

For individuals with sensory disabilities, this document is 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: Chris Quiney, North Region Environmental Management, 1657 Riverside Drive, Redding, CA 96001; (530) 225-3174 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

Yellow Creek Bridge Replacement Project

In Plumas County, California on State Route 70
Post Mile 14.9, at Belden

**DRAFT INITIAL STUDY
WITH PROPOSED NEGATIVE DECLARATION**

Submitted Pursuant to: Division 13, California Public Resources Code

STATE OF CALIFORNIA
Department of Transportation


Amber Kelley
Office Chief - Redding
North Region Environmental Services
California Department of Transportation

10-28-14
Date

Proposed Negative Declaration

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to remove the existing Yellow Creek Bridge (Bridge No. 09-0008) on SR 70 and construct a new, single-span bridge on the same alignment as the existing bridge. The project will include bridge replacement, retaining walls, rock slope protection, metal beam guardrail, culvert work, grading, snow plow reflectors, bridge barriers, vegetation removal and tree clearing, earthwork, drainage improvements, utility relocation, paving, sign replacement, and striping. The project will require temporary stream diversion and right-of-way acquisition.

Determination

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

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

- The proposed project will have no effect with regard to aesthetics, agriculture and forest resources, geology and soils, land use and planning, mineral resources, population and housing, public services, utilities and service systems, wild and scenic rivers, or energy resources.
- The proposed project will have a less-than-significant effect with regard to air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, recreation, transportation/traffic, hydrology and water quality, and mandatory findings of significance.

Amber Kelley
Office Chief - Redding
North Region Environmental Services
California Department of Transportation

Date

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Chapter 1. **Proposed Project**

1.1. Project Title

Yellow Creek Bridge Replacement Project

1.2. Lead Agency Name and Address

California Department of Transportation, District 2
1657 Riverside Drive, MS-30
Redding, CA 96001

1.3. Contact Person and Phone Number

Chris Quiney
Caltrans Environmental Branch Chief
Phone: (530) 225-3174

1.4. Project Location

The project is located along the North Fork of the Feather River, extending from PM 14.3 to PM 15.2 on SR 70 (Figures 1 and 2).

1.5. Project Sponsor's Name and Address

California Department of Transportation, District 2
1657 Riverside Drive, MS-30
Redding, CA 96001

1.6. Purpose and Need

The purpose and need of the proposed project is to provide a reliable highway crossing that meets modern highway design standards and accommodates interregional transportation needs. The project will include a seismic retrofit of the bridge and upgrades to meet current design standards.

1.7. Project Description

The California Department of Transportation (Caltrans) is proposing to remove the existing Yellow Creek Bridge (Bridge No. 09-0008) on SR 70 and construct a new, single-span bridge on the same alignment as the existing bridge (Figures 3 and 4). The proposed single-span bridge structure will measure 48-feet-wide by 204-feet 6-inches in length, which would provide a 12-foot-wide lane in each direction, with an eight-foot-wide left shoulder and 12-foot 6-inch-wide right shoulder. The proposed bridge structure will consist of a cast-in-place, pre-stressed, concrete box girder superstructure on reinforced concrete seat-type abutments supported by 24-inch diameter cast-in-drilled-hole (CIDH) concrete piles. Two retaining walls will be constructed parallel to the Feather River to support the southern edge of roadway directly before and after the bridge. The wall leading up to the bridge is 152 feet long and has a maximum height of 10-feet; the wall after the bridge is 80 feet long with a maximum height of 14-feet. Rock slope protection (RSP), excavated to a depth of up to 10 feet, will be placed along the banks of Yellow Creek in front of the existing retaining walls located in front of and below the new abutments, RSP will also be placed in front of the new retaining walls that parallel the Feather River.

The bridge will include Type 80 concrete bridge barrier rail that will extend to the ends of the retaining walls, with metal pedestrian railing attached to the top of the bridge barrier rail. The concrete bridge barrier rail will be modified with architectural texture to mimic the existing Douglas fir wood bridge rails. Metal beam guard railing will connect to the ends of the bridge barrier rail. Approximately 150-feet of roadway on both ends of the bridge will be reconstructed and widened to conform the new bridge to the existing roadway, with the grade of the bridge raised 1 foot. Scuppers along the bottom of the bridge barrier rail will be used to remove drainage from the bridge deck. Three existing culverts will be replaced and the existing ditches will be regraded. A new down drain will be constructed west of the bridge. The PG&E Safety Roadside Rest Area parking lot will be repaved. Vegetation clearing, tree removal, and tree trimming will occur, with the intent to retain mature trees where it is possible to construct around them. The utilities in the existing bridge will be moved to the new bridge, and buried utility vaults will be relocated.

Construction staging areas include the PG&E Safety Roadside Rest Area parking lot and the wide pull-out areas on both sides of SR 70 at PM 14.3. Temporary construction access roads will be built parallel to the Feather River and along the west bank of Yellow Creek. A temporary gravel work pad will be constructed on the west bank of Yellow Creek. Two temporary bridge trestles will be constructed, one upstream and one downstream of Yellow Creek Bridge. Falsework will be used to support the new bridge during construction. Clear water diversions will be used to isolate RSP construction from stream flow. Parking for trail users (i.e. Pacific Crest Trail, Indian Springs Trail, and Yellow Creek Trail) will be temporarily relocated across Belden Bridge, on PG&E-owned land.

Additional project details are included in Section 1.8: Project Alternatives, in the Preferred Alternative section.

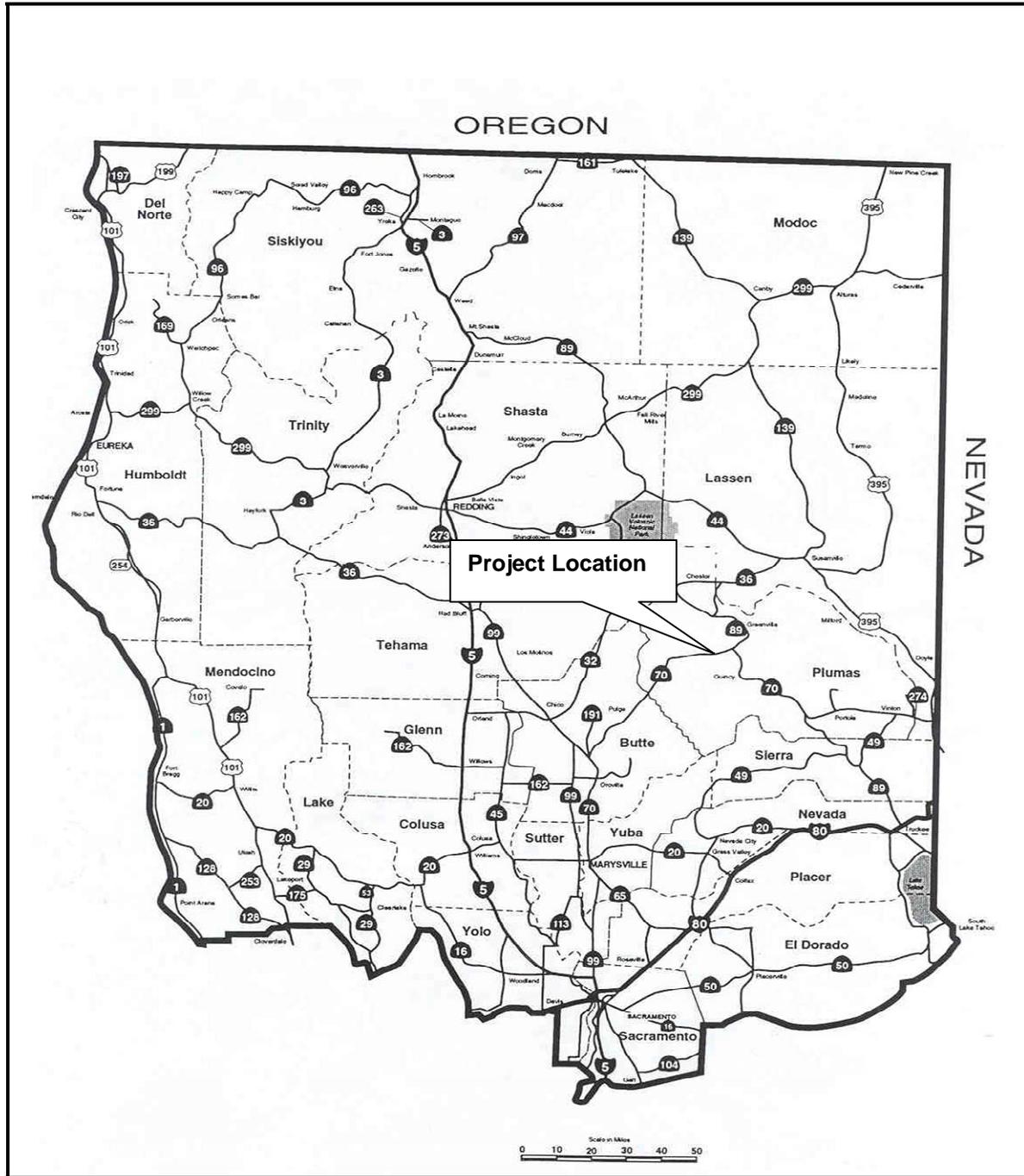


Figure 1: Project Vicinity Map

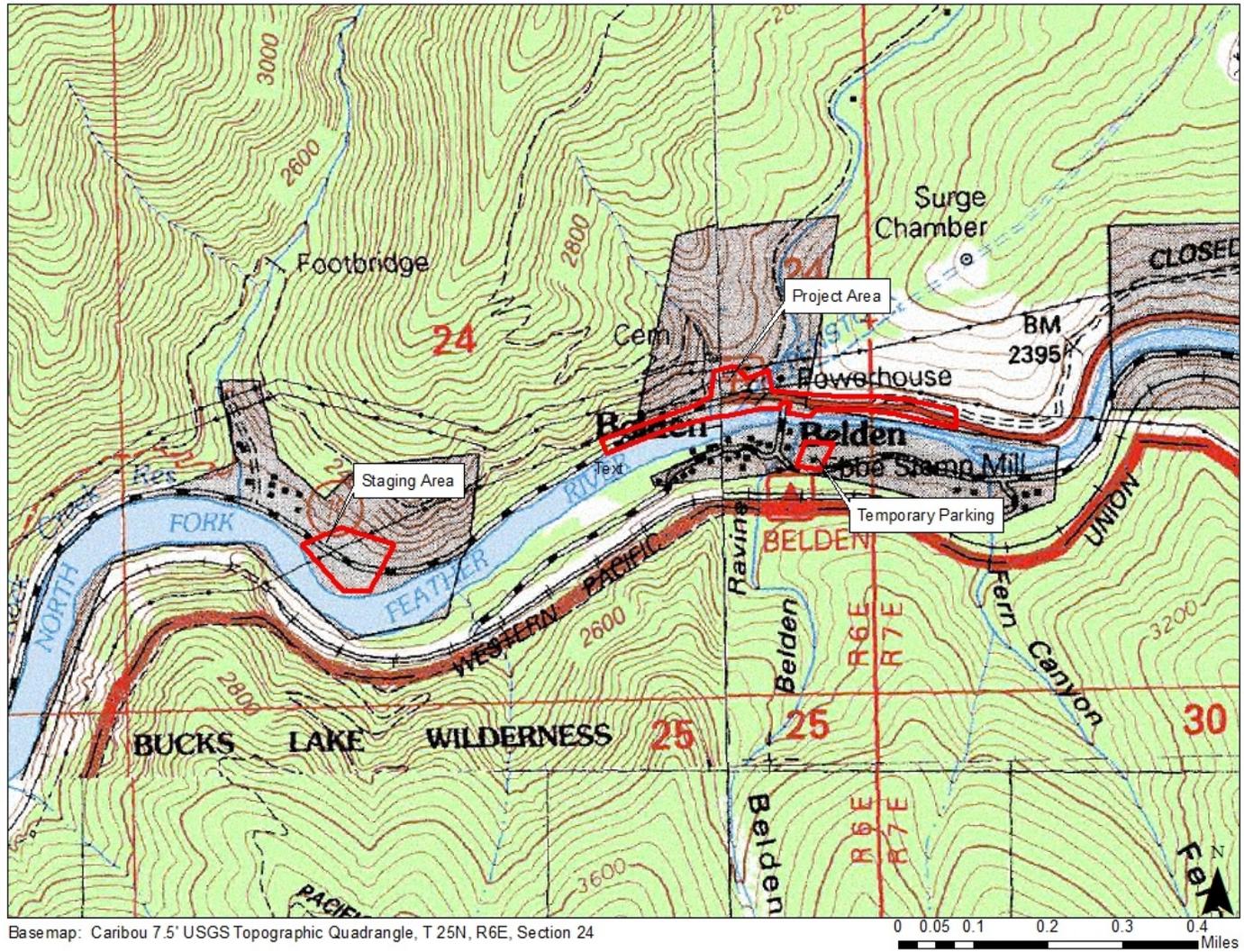


Figure 2: Project Location Map

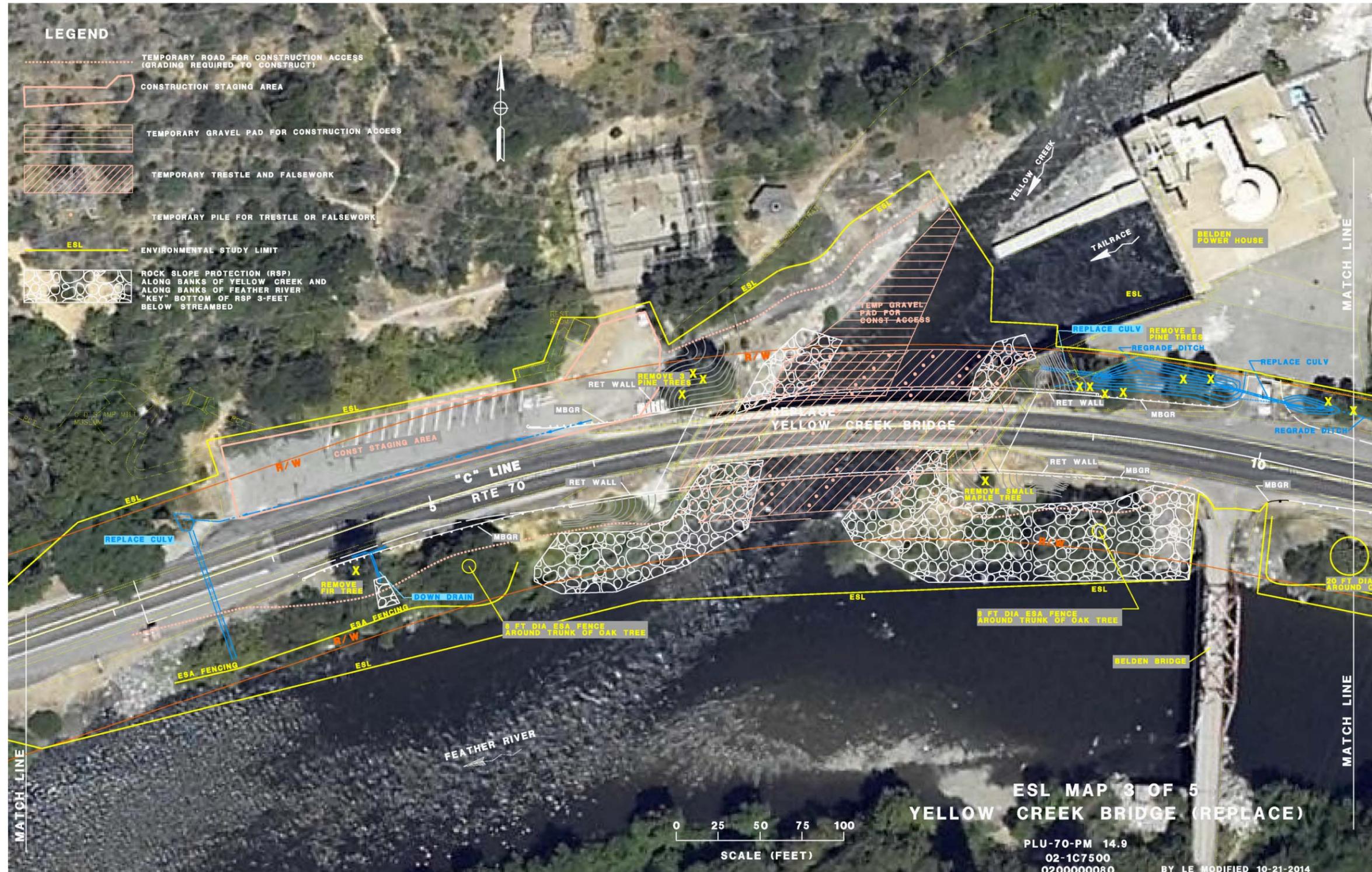


Figure 3: Project Detail Map

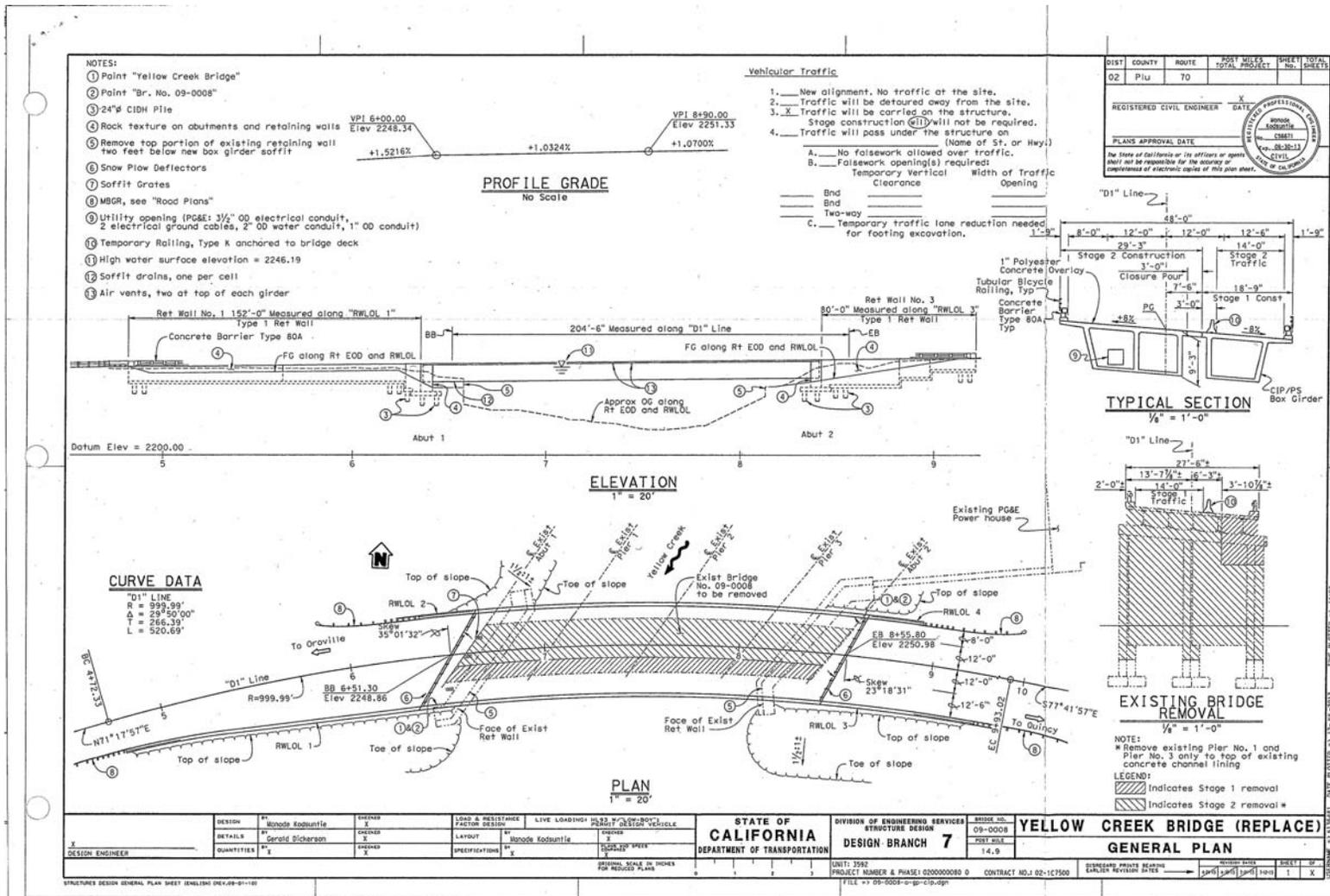


Figure 4: Project General Plan

1.8. Project Alternatives

Eight project alternatives, including a “no-build” alternative, were identified as potential solutions to address the purpose and need for the project. For the purposes of this Initial Study, two project alternatives are discussed in detail; the “No-Build” alternative, and the Preferred Alternative. All alternatives considered are outlined in Table 1.

Table 1: Project Alternatives

Alternative	Description
1	Construct a new single-span precast concrete girder bridge on the existing alignment and remove the existing bridge.
2	Rehabilitate the existing Yellow Creek Bridge to current bridge design and seismic standards, including modifications of the existing piers and construction of new foundations.
3*	Construct a new single-span, Cast-in-Place (CIP) pre-stressed (PS) concrete box girder bridge on the existing alignment and remove the existing bridge.
4	Construct a new bridge on a new alignment and preserve the existing Yellow Creek Bridge. The purpose of this alternative is to investigate the feasibility of mitigating impacts on the Feather River Historic Highway District by leaving the existing bridge intact.
5	Construct a new single-span, composite welded steel girder bridge on the existing alignment and remove the existing bridge.
6	Construct a new three-span precast concrete voided slab bridge on the existing alignment and remove the existing bridge.
7	Construct a new two-span precast concrete girder bridge on the existing alignment and remove the existing bridge.
No Build	The no-build alternative would not involve any new bridge construction or existing bridge rehabilitation at the project site. The existing Yellow Creek Bridge would remain in its existing configuration and condition and continue to serve as SR 70's crossing over Yellow Creek.

*Preferred alternative

All eight alternatives were evaluated based on cost, constructability, structure hydraulics, structure design, traffic handling, long-term maintenance, environmental concerns, and right-of-way constraints.

Alternatives 2, 6, and 7 include piers within Yellow Creek. Based on the presence of the piers, Alternatives 2, 6, and 7 would be costly to build due to the cost associated with controlling water releases from the Belden Powerhouse during construction. In addition, Alternatives 2, 6, and 7 would perpetuate the existing issues related to aggregate being deposited around the existing piers during storm events and Belden Powerhouse water releases.

Alternative 4 would include constructing a new bridge on a new alignment within the Feather River Canyon. Alternative 4 would be costly due to environmental constraints (slope, water features, existing infrastructure, etc.) and would most likely result in greater environmental impacts than those that will result from other identified alternatives.

Based on design requirements Alternatives 1 and 5 would sit deeper in the stream channel than other identified alternatives, and may be impacted by flooding. In addition, Alternatives 1 and 5 would be more costly to build than other alternatives, as the bridge components would have to be transported to the project site, rather than cast-in-place.

“No Build” Alternative

The No-Build Alternative is defined as not implementing any aspect of the proposed project. A no-build alternative should be considered as a baseline for comparing the environmental impacts associated with the proposed build alternative. This alternative would not result in temporary environmental impacts, but would continue to perpetuate a highway crossing that does not meet modern highway design standards nor accommodate interregional transportation needs, and would not address seismic deficiencies. The No-Build Alternative would not meet the defined purpose and need for the proposed project.

Preferred Alternative

The Preferred Alternative includes removal of the existing Yellow Creek Bridge and construction of a new, single-span bridge on the existing alignment.

Bridge Structure

The California Department of Transportation (Caltrans) proposes to remove the existing Yellow Creek Bridge on SR 70 and construct a new, single-span bridge on the same alignment as the existing bridge. The proposed single-span bridge structure will measure 48-feet-wide by 204-feet 6-inches in length, which would provide a 12-foot-wide lane in each direction, with an eight-foot-wide left shoulder and 12-foot 6-inch-wide right shoulder. The proposed bridge structure will consist of a cast-in-place, pre-stressed, concrete box girder superstructure on reinforced concrete seat-type abutments supported by 24-inch diameter cast-in-drilled-hole (CIDH) concrete piles. Two retaining walls will be constructed parallel to the Feather River to support the southern edge of roadway directly before and after the bridge. The wall leading up to the bridge is 152 feet long and has a maximum height of 10-feet; the wall after the bridge is 80 feet long with a maximum height of 14-feet. Rock slope protection (RSP), excavated to a depth of up to 10 feet, will be placed along the banks of Yellow Creek in front of the existing retaining walls located in front of and below the new abutments, RSP will also be placed in front of the new retaining walls that parallel the Feather River.

Additional Roadway Improvements

The bridge will include Type 80 concrete bridge barrier rail that will extend to the ends of the retaining walls, with metal pedestrian railing attached to the top of the bridge barrier rail. The concrete bridge barrier rail will be modified with architectural texture to mimic the existing Douglas fir wood bridge rails. Metal beam guard railing will connect to the ends of the bridge barrier rail. Approximately 150-feet of roadway on both ends of the bridge will be reconstructed and widened to conform the new bridge to the existing roadway, with the grade of the bridge raised 1 foot. Scuppers along the bottom of the bridge barrier rail will be used to remove

drainage from the bridge deck. Three existing culverts will be replaced and the existing ditches will be regraded. A new down drain will be constructed west of the bridge. The PG&E Safety Roadside Rest Area parking lot will be repaved. Vegetation clearing, tree removal, and tree trimming will occur, with the intent to retain mature trees where it is possible to construct around them. The utilities in the existing bridge will be moved to the new bridge, and buried utility vaults will be relocated.

Staging Areas and Stream Access

Construction staging areas include the PG&E Safety Roadside Rest Area parking lot and the wide pull-out areas on both sides of SR 70 at PM 14.3. Temporary construction access roads will be built parallel to the Feather River and along the west bank of Yellow Creek. A temporary gravel work pad will be constructed on the west bank of Yellow Creek. Two temporary bridge trestles will be constructed, one upstream and one downstream of Yellow Creek Bridge. Falsework will be used to support the new bridge during construction. Clear water diversions will be used to isolate RSP construction from stream flow. Parking for trail users (i.e. Pacific Crest Trail, Indian Springs Trail, and Yellow Creek Trail) will be temporarily relocated across Belden Bridge, on PG&E-owned land.

Temporary Stream Diversion

A temporary stream diversion will be required to isolate the work area from the live stream, which may be accomplished by diverting flows through the work area using temporary culvert(s), a plastic lined ditch, cofferdams, and/or driven sheet piles. The temporary stream diversion will convey stream flows through the construction area and outlet downstream of the work area. If a gravel berm is used to divert stream flows, materials shall consist of clean river run gravel. Following construction, flows will be returned to the stream channel, while clean river run gravel may be left in the stream channel, provided it does not impede stream flow or fish passage, and conforms to the natural channel morphology. If any other materials are used to divert the stream flows, they shall be removed from the stream channel following construction. All work within Yellow Creek and the Feather River will be in accordance with Caltrans' Standard Specifications, Standard Special Provisions, and/or Non-standard Special Provisions, for a temporary clear water diversion.

Traffic Control

Bridge construction will require temporary traffic control through the project site during construction activities. Vehicle traffic will be controlled using the One Way Reversing Traffic Control method during construction. Signals will be placed at both ends of the bridge, and traffic will be able to proceed one direction at a time. Traffic will proceed on portions of the bridge in accordance with construction staging.

Pedestrian traffic through the construction zone will be facilitated with push buttons located at the north end of Belden Bridge and near the Safety Roadside Rest Area. Pedestrians will be able to push the button when they would like to cross Yellow Creek Bridge, and will have a predetermined timeframe during which vehicle traffic across the bridge will be restricted.

1.9. Permits and Approvals

Proposed work within Yellow Creek and the Feather River will require permits from the California Department of Fish and Wildlife (CDFW), U.S. Army Corps of Engineers (ACOE), the Regional Water Quality Control Board (RWQCB), and a Central Valley Flood Protection Board (CVFPB) Agreement. In addition, Temporary Construction Easements will be required for work on PG&E-owned land.

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented in accordance with the National Pollutant Discharge Elimination System (NPDES).

1.10. Environmental Factors Potentially Affected

The environmental factors checked below may be potentially affected by this project. Please see the checklist beginning on page 15 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

1.11. Environmental Determination

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required	
Signature:		Date:
Printed Name:		For:

Chapter 2. CEQA Environmental Checklist

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. 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 buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input 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"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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?

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 with Mitigation	Less Than Significant Impact	No Impact

X. LAND USE AND PLANNING: Would the project:

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

XI. MINERAL RESOURCES: Would the project:

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

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input 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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Chapter 3. **Discussion of Environmental Impacts**

3.1. Air Quality

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 PM10, would be the primary short-term construction impact, which may be generated during excavation, grading, pavement grinding, and hauling activities. Both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature, and will not result in long-term adverse conditions. Implementation of construction specifications related to air quality would address any air quality impacts resulting from construction activities to a no impact level.

3.2. Biological Resources

Literature and record searches of the proposed project area included consultation of numerous databases, lists, and maps, and visits to and/or contacts with a number of relevant agencies (Caltrans, November 2014). Biological field surveys were conducted on several occasions in 2013 and 2014 to develop an accurate description of the existing environment, gather information on the presence of special status species, and determine project level impacts with regard to biological resources. Additional field review included a survey of Ordinary High Water Mark (OHWM) / Waters of the U.S., following ACOE criteria.

Results and Findings

Special Status Species

Based on literature searches, surveys, and analysis performed for this report, no special status plant or wildlife species will be impacted by proposed project activities.

Migratory Bird Species

Bridge deck removal has the potential to affect cliff swallows nesting under the bridge along the girders and/or piers, or beneath the exterior web and deck overhang, where nests are easily attached. Removal of swallow nests on bridges during breeding season is prohibited by the Migratory Bird Treaty Act of 1918. One of following three strategies shall be implemented as part of the proposed project to avoid potential impacts to nesting swallows.

- Removal of bridge deck shall take place between September 1 and February 15.
- Existing swallow nests shall be removed from the bridge prior to February 15.
- Exclusion devices shall be installed prior to the arrival of the cliff swallows (installation of devices to occur between September 1 and February 15).

Riparian Habitat

Construction activities will result in a temporary riparian habitat impact of 0.21 acres and a permanent riparian habitat impact of 0.13 acres. Permanent impacts are a result of RSP installation to aid in bank stabilization and to protect the bridge from future erosion and scouring. Temporary impacts are a result of bank clearing to allow access to install a temporary gravel pad, and to construct a temporary trestle and falsework to facilitate construction of the bridge.

When practicable, trees and shrubs will be trimmed flush with existing grade to preserve root structure and soil composition. Temporary fencing will be installed at strategic locations to create an Environmentally Sensitive Area (ESA) in order to protect vegetation located beyond the work limits from inadvertent impacts during construction, as well as to protect trees that will be retained.

Due to the steep grade of the slope, bedrock, and thickness of the RSP (6.5 ft), it is not feasible to plant within or around the RSP. The streambank near Yellow Creek Bridge supports little vegetation; the vegetation that is present is subject to regular, powerful releases of water from the Belden Powerhouse and is substantially damaged as a result. Vegetation present is of low value and does not provide a wildlife habitat and/or corridor. The use of RSP to reinforce the streambank against high flow is a net benefit, and the impacts (loss of minor riparian scrub) are relatively minimal. Removal of existing vegetation shall not exceed the minimum necessary to complete the project activities, and every effort shall be made to leave the root system intact to encourage natural regeneration of riparian vegetation following construction. In addition, all riparian vegetation removal will be in accordance with California Department of Fish and Wildlife 1602 Permit requirements.

Jurisdictional Waters of the U.S.

Waters. Construction activities will result in a temporary instream habitat impact of 0.08 acres and a permanent instream habitat impact of 0.27 acres. Permanent impacts are a result of RSP installation to aid in bank stabilization and to protect the bridge from future erosion and scouring. RSP will be placed in front of the retaining walls along the banks of Yellow Creek and in front of the retaining walls along the banks of the Feather River. ESA fencing will be located along the Feather River shoreline, as depicted on project plans, to ensure unnecessary encroachment and disturbance within the river. Temporary impacts are a result of the construction of a temporary gravel pad to do work below bridge, installation of trestle and falsework piles, and a clear water diversion to key the bottom of RSP into the streambed.

Other Waters of the U.S. All drainage work will occur within existing pavement or upland areas, with the exception of installation of a down drain. While work required to install the down drain will take place above the Ordinary High Water Mark, ESA fencing will be installed in this area to prevent accidental encroachment into the Feather River. No other waters of the U.S. are present in the project area.

Wetlands. No wetlands are present in the project area.

Critical Habitat

Based on Caltrans' review, no designated critical habitats for listed species occur within the proposed project location. The Federal Register and USFWS Critical Habitat Mapper were used to map the critical habitat of listed species and it was confirmed that no known critical habitat exists within the project area, the proposed project location does not fall within federally designated or proposed critical habitats, and the ESL does not have the potential habitat to support proposed or listed species. Therefore, the project activities will have no effect on critical habitat for proposed or listed species.

3.3. Cultural Resources

Literature and record searches of the proposed project area included visits to and/or contacts with a number of repositories, agencies, organizations, and individuals. The cultural resources field review for this project was conducted in the spring and summer of 2012 and 2013. Additional field studies, including a remote sensing investigation of the main staging area, were conducted in the spring of 2014. The purpose of these efforts was to identify and evaluate any historic properties that may exist within the project area, and to assess any effects that the proposed project might have with regard to the historic properties.

The historic property identification efforts of the Yellow Creek Bridge Replacement Project identified nine cultural resources within and/or immediately adjacent to the project limits. Of the nine resources identified, only the Yellow Creek Bridge will be directly impacted as a result of the proposed project.

Though not eligible individually, the Yellow Creek Bridge was determined to be a contributor to the Feather River Historic Highway District (CA-PLU-970H), a National Register Eligible District. Retaining a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association, the Feather River Historic Highway District (aka Highway 70 or SR 70) between Jarbo Gap in Butte County at PM 35.57 and Keddie in Plumas County at PM 36.00, was determined to meet National Register criteria with significance in the areas of engineering, architecture, and transportation.

The Yellow Creek Bridge was found to be a contributing element for the Feather River Historic Highway District by Caltrans in 1987 based on the fact that it was constructed as part of the Feather River Highway System and served as a link for an important highway system. The Yellow Creek Bridge was reconstructed after its period of significance, resulting in modifications to its original design, materials, and workmanship, thus affecting its original historic integrity. Moreover, while the bridge still exists in the same location and can be associated with the Feather River Historic Highway District, the setting of the structure has been so compromised by the 1969 construction of the Belden Power House that it no longer retains sufficient integrity of setting and feeling. The Belden Power House and its 1,292-foot-long penstock dwarf the bridge, dominating the physical setting in the vicinity of the Yellow Creek Bridge. This modification to the bridge setting has affected it so greatly that all feeling of the bridge being part of a historic highway has been lost. Though eligible as a minor contributor to the larger National Register of Historic Places-eligible Feather River Historic Highway District, the craftsmanship of the bridge is typical and it lacks sufficient significance and integrity to be eligible as an individual property in terms of history, architecture, engineering or transportation.

In addition to the Yellow Creek Bridge, there are two additional contributing elements to the Feather River Historic Highway District located within the Area of Potential Effects (APE), which is the cultural resource study area. These elements include a stone masonry culvert and stone masonry retaining wall, both located at PM 15.13. The wall is approximately 300 feet long and ranges in height from two feet tall at the west end, where it begins at the base of the slope, to nearly 20 feet tall on the east end at its terminus. The project will not affect the culvert or the retaining wall.

The remaining resources are outside of the Area of Direct Impact (ADI) for the proposed project. All of the remaining resources will be protected and completely avoided from all adverse

impacts through the establishment of an Environmentally Sensitive Area (ESA) and the development of an ESA Action Plan. As part of the ESA Action Plan, protective fencing will be included in the project plans and periodic monitoring of sensitive locations will be conducted by Caltrans throughout the course of the construction project.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in the area until a qualified archaeologist can evaluate the nature and significance of the find.

3.4. Greenhouse Gas Emissions

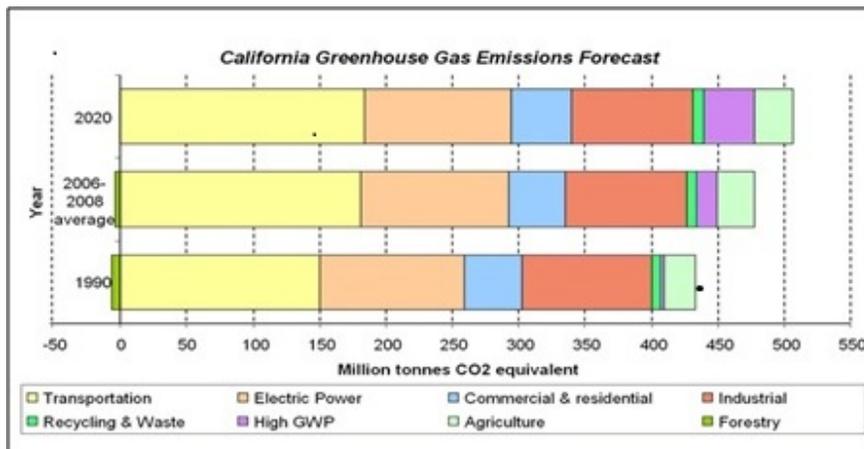
An individual project does not generate enough greenhouse gas (GHG) emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contribution of all other sources of GHG.¹ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 contains the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (forecast last updated: May 2014). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human-made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans, published in December 2006.²

¹ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

² Caltrans Climate Action Program is located at the following web address:
http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf



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

Figure 5. California Greenhouse Gas Forecast

Project Analysis

The purpose of the proposed project is to provide a reliable highway crossing that meets modern highway design standards and accommodates interregional transportation needs. The proposed project will not increase capacity or vehicle miles travelled, therefore no increases in operational GHG emissions are anticipated.

Construction Emissions

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

CEQA Conclusion

While construction will result in a slight increase in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. It is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination with regard to the project's direct impact and its contribution on the cumulative scale related to climate change. However, Caltrans is firmly committed to implementing measures to help reduce GHG emissions, as follows:

Project level GHG measures

During construction, the project will utilize a "stop and proceed when clear" type of temporary detour, which would eliminate traffic delays and long periods of traffic holding

(idling). While construction emissions of greenhouse gases are unavoidable, the proposed project is minor in scope, and construction utilizing mechanized equipment will be of relatively short duration.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement the Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level, and a corresponding reduction in GHG emissions; the Strategic Growth Plan proposes to accomplish these targets while accommodating growth in population and the economy. A suite of investment options has been created that, combined together, are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: systems monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements, as depicted in Figure 5.



Figure 6: Mobility Pyramid

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the

transportation sector by increasing vehicle fuel economy in new cars, and light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note; however, that the control of the fuel economy standards is held by the U.S.EPA and ARB.

Adaptation Strategies

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

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance, and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

The proposed project location is outside of the coastal zone and is not in an area expected to experience direct impacts due to sea level rise for the projected 2050 and 2100 years.

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

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to

be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

3.5. Hazards and Hazardous Materials

An Initial Site Assessment (Caltrans, 2005) and updated Initial Site Assessment (Caltrans, 2014), identified the potential for several minor hazardous waste/material issues within the project site; Lead Containing Paint (LCP) related to thermoplastic and/or paint striping removal, Aerially Deposited Lead (ADL), the potential for Asbestos Containing Material (ACM), and the presence of Treated Wood Waste (TWW).

Portions of the existing steel bridge structure may contain LCP. In addition, soils beneath the bridge could be contaminated with lead from sandblasting operations, which may result in the release of ADL. Based upon visual inspection, review of as-builts, and past history of similar structures there is some potential that ACM could be present in joint filler material, abutment joints, and/or expansion joints. A structural survey is currently in progress to determine the presence of LCP, ADL, and ACM within the project site.

If LCP and/or ADL are present, construction specifications will be included to address appropriate lead removal (including preparation of a Lead Compliance Plan), and temporary storage, testing, and transportation to an appropriate disposal or recycling facility. In addition, a requirement will be included for the contractor to provide written documentation that recycling or disposal facilities acknowledge the potential for lead on the material received.

If ACM is present it will be treated in accordance with the appropriate construction specifications, including requiring the contractor be notified as to the presence of suspected ACM. ACM removal must be conducted by a licensed and certified asbestos abatement contractor.

The handling, storing, transporting, and disposing of TWW will be conducted in accordance with the appropriate construction specifications.

3.6. Hydrology and Water Quality

FEMA Flood Insurance Rate Maps (FIRMs) designate the Yellow Creek and North Fork Feather River floodplains within the project area as Zone D, "Undetermined Risk Areas". These areas have potential flooding risks, but the extent of risk has not been determined analytically. Based on modeling completed by Caltrans (2013), results indicate that removing the bridge piers will have less of an effect on the water surface elevation upstream in Yellow Creek than does the flood stage of the North Forth Feather River during the larger storm events. The preferred bridge type (Alternative 3) will increase the water surface profile for the 100-year flood event by 0.05-foot, but this does not constitute a significant encroachment as defined by 23 CFR Section 650.1 05(q). The expected 0.05-foot rise will not inundate the highway, adjacent parking facilities, or impact any other beneficial uses upstream in Yellow Creek.

It is anticipated that dewatering during construction activities will be completed utilizing cofferdams and clear water diversion. Sheet pile driving may be necessary as well. The temporary stream diversion during construction is anticipated to result in short-term increases in turbidity during channel dewatering, rewatering, and during the first major rain event following project completion. It is expected the majority of suspended sediment will likely settle out within a few hours, and would not have an appreciable effect on background sediment levels in the Feather River (Caltrans, 2013).

In accordance with construction specifications, the contractor will be required to submit a SWPPP. The SWPPP will be prepared in accordance with Caltrans' Storm Water Management Program and the Statewide Caltrans NPDES Permit issued by the State Water Resources Control Board. The SWPPP identifies potential sources of pollution and includes Caltrans' Best Management Practices (BMPs) that will be implemented to avoid and/or minimize potential sediment delivery or chemical contamination from entering Yellow Creek and/or the Feather River (Caltrans, 2014).

The net addition of impervious surface associated with the proposed project is 0.12 acre, which would have an insignificant effect on runoff volumes and velocity relative to existing conditions (Caltrans, 2014).

Hydrology and water quality-related avoidance and minimization measures relevant to the project are identified in Appendix A.

3.7. Noise

The project is located on State Route 70, near the town of Belden. Existing noise receptors near the project limits include users of the recreational trails in the area, and residents of Belden. Temporary increases in ambient noise levels will occur in the project vicinity during construction due to the operation of construction equipment.

Noise produced by construction equipment shall be in accordance with the appropriate construction specifications. The noise level from proposed construction activities between 9:00 p.m. and 6:00 a.m. shall not exceed 86dBa (decibels) at a distance of 50'. The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixers, or transient equipment that may or may not be owned by the Contractor. The use of loud signals shall be avoided in favor of light warnings, except those required by safety laws for the protection of personnel. All internal combustion engines used for any purpose on the job or related to the job, shall be equipped with the manufacturer recommended muffler. No internal combustion engine shall be operated on the project site without a muffler. In addition, personnel shall wear hearing protection while operating or working near equipment (producing noise levels greater than 84 db, including chainsaws, excavators, and backhoes).

3.8. Recreation

Recreational opportunities in the project vicinity include publicly-used trails, as well as boating use of the Feather River and Yellow Creek.

Three publicly-used trails travel through or are adjacent to the project site; the Pacific Crest Trail, the Indian Springs Trail, and the Yellow Creek Trail. The Pacific Crest Trail passes through the town of Belden, crosses the Feather River on the Belden Bridge, and travels on State Route 70 for a short distance before continuing into the forest on the west end of the Safety Roadside Rest Area. The Indian Springs Trail and Yellow Creek Trail both originate from the north side of the Safety Roadside Rest Area.

While the Pacific Crest Trail, Indian Springs Trail, and the Yellow Creek Trail will remain open to pedestrian and equestrian use during construction, the Safety Roadside Rest Area facilities and parking will be used as a staging area, and will not be available to trail users and/or motorists during construction activities. Signs will be placed in both directions of State Route 70 informing motorists of the closure, starting one week prior to construction. Trail users will be notified of the closure via appropriate USFS and Pacific Crest Trail websites, as well as signs located in the project vicinity.

Parking for the trails will be temporarily relocated to the PG&E property southeast of the Belden Bridge. Traffic control in place on the bridge during construction will allow for safe pedestrian passage. Specific traffic control procedures are detailed in Section 3.9: Transportation and Traffic.

The Feather River and Yellow Creek are used for recreational boating purposes, including rafting, kayaking, and tubing. Construction activities within the Feather River will be limited to the north side of the channel; passage will be available to boaters on the south side of the channel. Signs will be placed on the Feather River upstream of the project informing boaters of the construction in the area. Yellow Creek will not be passable to boaters in the vicinity of the proposed project, due to construction activities.

3.9. Transportation and Traffic

Vehicle traffic during construction will be outlined in a Traffic Management Plan, and is anticipated to be controlled using the One Way Reversing Traffic Control method. Signals will be placed at both ends of the bridge, and traffic will be able to proceed one direction at a time. Idling time for vehicles will be limited to the amount of time it takes for traffic from one direction to pass through the construction site. Construction will occur in two stages, with approximately half of the bridge being constructed at a time, and traffic will proceed on the bridge in accordance with these construction stages.

Pedestrian traffic during construction will be facilitated with push buttons located at the north end of Belden Bridge and near the Safety Roadside Rest Area. Pedestrians will be able to push the button when they would like to cross Yellow Creek Bridge, and will have a predetermined timeframe during which vehicle traffic across the bridge will be restricted.

If necessary, additional traffic control may be implemented during special events held on the Belden Town & Lodge Resort property.

Chapter 4. List of Preparers

This Initial Study was prepared by the California Department of Transportation, North Region Office of Environmental Management, with input from the following staff/consultants:

Blossom Hamusek, Project Archaeologist
Contribution: Cultural resource surveys and reports

Chelsea Tran-Wong, Project Biologist
Contribution: Natural Environment Study

Chris Quiney, Environmental Branch Chief
Contribution: Document preparation oversight

David Melendrez, Branch Chief, North Region of Environmental Engineering-North
Contribution: Water Quality Assessment Report review

Julie McFall, Environmental Coordinator
Contribution: Document writer

Lori Ewens, Project Engineer
Contribution: Project design

Mark Melani, Office of Environmental Engineering
Contribution: Initial Site Assessment for Hazardous Waste (2014)

Mark Williams, CPSWQ, CPESC, QSD, AECOM
Contribution: Water Quality Assessment Report preparation

Thomas Graves, Associate Engineering Geologist
Contribution: Initial Site Assessment for Hazardous Waste (2005)

Toby Crawford, Hydraulics Project Engineer
Contribution: Floodplain Evaluation Report Summary and Location Hydraulic Study

Chapter 5. **References**

- Association of Environmental Planners. 2007. *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents.*
- Association of Environmental Planners. 2014. *2014 California Environmental Quality Act (CEQA) Statute and Guidelines.*
- California Department of Transportation, Office of Environmental Engineering, North Region. March 23, 2005. *Yellow Creek Bridge Initial Site Assessment.*
- California Department of Transportation. 2010. *Standard Specifications.*
- California Department of Transportation, North Region Office of Hydraulic Design - Redding. June 19, 2013. *Floodplain Evaluation Report Summary and Location Hydraulic Study.*
- California Department of Transportation, Office of Environmental Engineering, South. June 27, 2014. *Bridge Replacement Project Initial Site Assessment.*
- California Department of Transportation. *Climate Action Program.*
http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf (Accessed September 2014).
- California Department of Transportation, Office of Environmental Analysis, North Region. October 2014. *Historic Property Survey Report/Archaeological Survey Report.*
- California Department of Transportation, Office of Environmental Analysis, North Region. November 2014. *Natural Environment Study, Yellow Creek Bridge Replacement.*
- California Department of Transportation; AECOM. 2014. *Water Quality Assessment Report, Yellow Creek Bridge Replacement Project.*
- California Environmental Protection Agency, Air Resources Board. May 2014. *California Greenhouse Gas Emission Inventory: 2000-2012.*
- South Coast Air Quality Management District. April 2011. *Chapter 6: The CEQA Guide.*
- U.S. Forest Service. July 2009. *Climate Change Considerations in Project Level NEPA Analysis.*

Appendix A. Summary of Avoidance and Minimization Measures

The following standard specifications and special provisions will be included in the project to avoid and/or minimize impacts potentially resulting from the proposed project.

Environmental Factor	Potential Impact	Avoidance/Minimization Measure
Air Quality	Temporary increases in airborne pollutants due to construction, demolition, and vehicle/equipment emissions	Construction documents will include specifications related to air quality impacts resulting from construction activities.
Biological Resources	Potential impacts to riparian habitat and Waters of the U.S.	The contractor will follow the terms and conditions of the regulatory permits and agreements obtained from the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (ACOE), and Central Valley Flood Protection Board (CVFPD).
Biological Resources	Potential impacts to nesting migratory birds	Construction documents will include specifications related to potential impacts to nesting migratory birds. To avoid potential impacts to nesting migratory birds, bridge deck removal shall take place between September 1 and February 15 or exclusionary devices shall be installed over the vertical surfaces prior to February 15 during the year that section of bridge deck is scheduled for removal. Vegetation removal (trees and shrubs) shall take place prior to February 15 and after August 31.
Biological Resources	Potential impacts to nesting swallows	Construction documents will include specifications related to potential impacts to nesting migratory birds. One of following three strategies shall be implemented as part of the proposed project to avoid potential impacts to nesting swallows. <ul style="list-style-type: none"> • Removal of bridge deck shall take

		<p>place between September 1 and February 15.</p> <ul style="list-style-type: none"> Existing swallow nests shall be removed from the bridge prior to February 15. Exclusion devices shall be installed prior to the arrival of the cliff swallows (installation of devices to occur between September 1 and February 15).
Biological Resources	Impacts to riparian habitat	Removal of existing riparian vegetation will not exceed the minimum necessary to complete the project. When practicable, trees and shrubs will be trimmed flush with existing grade to preserve root structure and soil composition. Removal of vegetation will be in accordance with CDFW 1602 permit requirements.
Biological Resources	Potential impacts to vegetation located beyond the work limits during construction activities	Construction documents will include specifications related to environmentally sensitive area requirements, including placement of ESA fencing as depicted on project plans.
Biological Resources	Potential impacts to existing upland vegetation	Removal of existing upland vegetation shall not exceed the minimum necessary to complete the project. Following construction, all disturbed upland areas will be stabilized and reseeded with local, native seed mix.
Biological Resources	Potential impacts to the Feather River beyond work limits during construction activities	Construction documents will include specifications related to environmentally sensitive area requirements, including placement of ESA fencing along the Feather River shoreline, as depicted on project plans.
Cultural Resources	Potential impact to historic properties located within APE	Construction documents will include specifications related to environmentally sensitive area requirements, including Caltrans preparation of an ESA Action Plan.
Cultural Resources	Potential for buried cultural resources	Construction documents will include specifications related to the discovery of

		archaeological resources during construction activities.
Hazards and Hazardous Materials	Potential impacts related to lead and asbestos presence; asbestos in bridge joints; treated wood waste	Construction documents will include specifications related to lead (including preparation of a Lead Compliance Plan), asbestos, and treated wood waste.
Hydrology and Water Quality	Temporary increases in turbidity and suspended soils due to construction; erosion	Construction documents will require compliance with provisions of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) and the Construction General Permit (Order 2012-0006-DWQ), including preparation of a SWPPP and incorporation of appropriate water quality-related Best Management Practices.
Noise	Temporary increases in airborne noise during construction activities	Construction documents will include specifications related to noise impacts resulting from construction activities.
Recreation	Temporary loss of Pacific Crest Trail parking at PG&E Safety Roadside Rest Area	Project design includes temporary parking facilities located to the east of Belden, on PG&E-owned property.
Recreation	Temporary impact to boaters on the Feather River	Signs will be placed on the Feather River upstream of the project informing boaters of the construction in the area.
Transportation and Traffic	Temporary traffic control during construction activities	Traffic control methods during project construction will be outlined in a Traffic Management Plan. Project design includes use of the One Way Reversing Traffic Control method, including signals and a push button for pedestrians. If necessary, additional traffic control may be implemented during special events held on the Belden Town & Lodge Resort property.

Appendix B. List of Technical Studies

The following technical studies were prepared with regard to the proposed project and are available for public review upon request.

California Department of Transportation, Office of Environmental Engineering, North Region. March 23, 2005. *Yellow Creek Bridge Initial Site Assessment.*

California Department of Transportation, North Region Office of Hydraulic Design - Redding. June 19, 2013. *Floodplain Evaluation Report Summary and Location Hydraulic Study.*

California Department of Transportation, Office of Environmental Engineering, South. June 27, 2014. *Bridge Replacement Project Initial Site Assessment.*

California Department of Transportation, Office of Environmental Analysis, North Region. October 2014. *Historic Property Survey Report/Archaeological Survey Report.*³

California Department of Transportation, Office of Environmental Analysis, North Region. November 2014. *Natural Environment Study, Yellow Creek Bridge Replacement.*

California Department of Transportation; AECOM. 2014. *Water Quality Assessment Report, Yellow Creek Bridge Replacement Project.*

³ Technical studies containing cultural resources information are confidential and are not available for public review.