

**TRINITY COUNTY PLANNING COMMISSION
STAFF REPORT**

PROJECT NAME: Jordan Road and East Fork Road Bridge Replacements Project

REPORT BY: Janice Smith, Sr. Environmental Compliance Specialist

APPLICANT: Central Federal Lands Highway Division **AGENT:** Trinity County DOT

APN: 015-110-36 (Bridge on Jordan Road)
017-130-19 (Bridge on East Fork Road)

PROPOSAL: Adopt Proposed Mitigated Negative Declaration

LOCATION: Little Creek Bridge: Section 14, Township 32 North and Range 10 West, Mount Diablo Base and Meridian, *Weaverville* USGS 7.5 minute quadrangle.

North Fork of East Fork Hayfork Creek Bridge, Section 28, Township 38 North and Range 10 West; Mount Diablo Base and Meridian, *Hayfork Summit* and *Hoosimbim Mountain* USGS 7.5 minute quadrangle

PROJECT SITE INFORMATION:

	Jordan Road at Little Creek	East Fork Road at North Fork
Planning Area:	Lewiston/Douglas City	Wildwood
Existing General Plan Designation:	Agriculture	Resource
Existing Zoning:	A-10 (Agriculture with a 10-acre minimum lot size)	Unclassified
Existing Land Use:	Residential	Residential
Adjacent Land Uses:	Residential, private timberland, USFS timberland	Residential, private timberland, USFS timberland

Project Description: The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace two existing bridges on behalf of Trinity County Department of Transportation (TCDOT): Bridge 5C-187 on Jordan Road over Little Creek and Bridge 5C-157 on East Fork Road over the North Fork of East Fork Hayfork Creek. New bridges would improve public safety for traffic crossing Little Creek and North Fork of East Fork Hayfork Creek by replacing functionally obsolete and/or structurally deficient bridges with new structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the low- beam elevation for the new structure would be at least 2 feet higher than the 50-year flood elevation. Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced.

Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway approaches that are abandoned would be removed, and the areas graded to blend with the natural topography and replanted with native vegetation. The proposed project will be delivered using the design/build contract delivery method, with construction anticipated to begin in 2016. Road closure is not anticipated during construction. One lane of traffic will remain open, controlled by flag people and/or a pilot car.

Background:

The Trinity County Transportation Commission included several bridge replacement projects in the 2010 Regional Transportation Plan (RTP). TCDOT obtained funding for five of these bridges from the Federal Highway Bridge Program (HBP). CFLHD is a branch of FHWA that completes road and bridge projects on, or accessing, Federal Lands. They provide a turn-key service, completing the design, bidding and selecting a construction contractor, and managing all facets of the construction project. They have recently completed road rehabilitation and bridge replacement projects on Hyampom Road, East Fork Road, Mad River Road and Van Duzen Road, through the Federal Lands Access Program, and, before that, the Forest Highway Program.

CFLHD approached Trinity County with an idea to implement HBP Projects in the same way. Typically, TCDOT manages HBP projects, hiring and contracting design consultants and construction contractors and managing them in-house. CFLHD and Trinity County entered into an agreement to turn over management of five HBP projects to CFLHD in a pilot program. This arrangement allows for another innovation, as well: The proposed project will be delivered

using the design/build contract delivery method, CFLHD will hire a firm, or team of firms, that can design the projects, and then use their own, or partnering, construction contractor, to construct the project. This method greatly reduces the time to deliver the project.

Under this arrangement, Trinity County is the lead agency for CEQA, so the Planning Commission is responsible for adopting this CEQA document. CFLHD is responsible for the Federal environmental process, under the National Environmental Policy Act (NEPA). CFLHD will obtain the HBP funds and solicit proposals and bids from qualified design/build firms, select a firm, manage the contract and provide construction management and oversight. CFLHD will also handle right-of-way appraisals and negotiations, although the County will ultimately purchase any needed property, using HBP funds.

Environmental Scoping and Comments:

Central Federal Lands Highway Division performed environmental studies for this project, including:

- Cultural Resources Assessment (CRA) (confidential; available to qualified readers only)
- Biological Assessment (BA)/Biological Evaluation (BE)
- Wetland, Other Waters and Riparian Areas Delineation Report

The technical studies listed above are available for review at the County. Please contact:

Jan Smith, Senior Environmental Compliance Specialist
Trinity County Department of Transportation
PO Box 2490/ 31301 State Highway 3
Weaverville, CA 96093
Phone: (530) 623-1365 extension 3405

In October, 2015, Trinity County Department of Transportation staff prepared an Initial Study/Proposed Mitigated Negative Declaration. The document was circulated to the State Clearinghouse for distribution to State Responsible Agencies. All interested local and federal agencies, local emergency service agencies, adjacent property owners and other interested parties received a notice telling them where the document was available. The Document was posted on the County's web site and made available at the public libraries and the Transportation and Planning offices. The review period began on October 9, 2015, and ended on November 9, 2015. A Notice of Public Hearing /Proposed Negative Declaration was posted in the office of the County Clerk on October 8, 2015, and published in the Trinity Journal of September 30, 2015 and October 28, 2015. Circulation documents are included in Exhibit A. The Initial Study is included as Exhibit B.

No comments were received by the close of the comment period, by email, telephone or in person. However, shortly after the comment period closed, on November 10, 2015 at 4:39 p.m.,

an email was received from California Department of Fish and Wildlife requesting several additional mitigation measures or changes to mitigation measures. A formal letter is expected to be received before the November 19, 2015 meeting. The email is attached in Exhibit A, with the CEQA circulation documents.

Discussion with CFLHD regarding the additional mitigation is ongoing. They will prepare a response letter, documenting their commitments to the additional measures and/or their reasons for not committing to them. Both letters will be distributed and presented at the meeting for discussion, and revisions to the Mitigation Monitoring and Reporting Program will be determined prior to its adoption.

The major issues that were discussed in the environmental document were impacts on threatened, endangered and special status species such as northern spotted owls and Southern Oregon – Northern California Coho Salmon; impacts on wetlands and waters of the United States and on riparian habitat; noise disturbance at nearby residences during construction; utility impacts at a private residence; and temporary Water Quality and Air Quality impacts during construction. All of these potential impacts were determined not to be significant, or were reduced to less-than-significant levels by mitigation measures. See the attached Initial Study (Exhibit B) for a detailed environmental analysis.

Mitigation Monitoring and Reporting Program:

After the comment period, the County completed a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is included as Exhibit C, for review and adoption by the Commission.

Staff Recommendation:

Staff recommends that the Planning Commission adopt the Mitigated Negative Declaration and the Mitigation, Monitoring, and Reporting Program, finding that, on the basis of the whole record before the Commission, including the initial study, comments received, and mitigation, monitoring, and reporting program, that there is no substantial evidence that the project will have a significant effect on the environment and that a negative declaration reflects the commission's independent judgment and analysis.

Respectfully Submitted,

Jan Smith, Sr. Environmental Compliance Specialist
Trinity County Department of Transportation

EXHIBIT A
CEQA CIRCULATION DOCUMENTS
CALIFORNIA DEPT. OF FISH & WILDLIFE COMMENT

EXHIBIT B

**INITIAL STUDY AND
PROPOSED MITIGATED NEGATIVE DECLARATION**

EXHIBIT C

MITIGATION, MONITORING, AND REPORTING PROGRAM

FILED

OCT 08 2015

POSTED IN THE OFFICE OF
THE TRINITY COUNTY CLERK

CLERK - RECORDER
TRINITY COUNTY, CALIFORNIA
BY Sam Pickett DEP

FROM: 10/8/15 TO: 11/9/15

**NOTICE OF PUBLIC HEARING
NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
FOR THE PROPOSED
JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK BRIDGE 5C-157
REPLACEMENTS PROJECT**

Trinity County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the Jordan Road at Little Creek Bridge 5C-187, and East Fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project. A Mitigated Negative Declaration has been prepared because no substantial evidence exists that the proposed project may have a significant environmental effect that cannot be fully mitigated to a less-than-significant level. The Trinity County Planning Commission will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a heretofore unidentified significant impact on the environment.

Project Description

Trinity County, in Cooperation with The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace two bridges: the existing Bridge 5C-157 on East Fork Road over the North Fork of East Fork Hayfork Creek and Bridge 5C-187 on Jordan Road over Little Creek. New bridges would improve public safety for traffic crossing North Fork of East Fork Hayfork Creek and Little Creek by replacing functionally obsolete and/or structurally deficient bridges with new structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a one-lane structure with the same specifications or a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the low- beam elevation for the new structure would be at least 2 feet higher than the 50-year flood elevation. Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced.

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Project Location

The East Fork Road over the North Fork of East Fork Hayfork Creek Bridge 5C-157 is located along East Fork Road (County Route 343), beginning approximately 5 miles east of the intersection of East Fork Road and Wildwood Road (County Route 302; 6.5 miles south of its intersection with State Highway 3). The nearest town is Hayfork, California located approximately 14 road miles northwest of the proposed project. The bridge is located over North Fork of East Fork Hayfork Creek, a tributary to the Trinity River. The project site is found on the *Hayfork Summit* and *Hoosimbim Mountain* 7.5 minute United States Geological Survey (USGS) quadrangles, Section 28 in Township 31 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Number (APN): 17-130-19.

The Jordan Road over Little Creek Bridge 5C-187 is located along Jordan Road (County Route 332), beginning at its intersection with State Highway 3, which is located approximately 5 miles southwest of the town of Douglas City, California. The bridge is located over Little Creek, a tributary to the Trinity River. The project site is found on the *Weaverville* 7.5 minute USGS quadrangle, Section 14 in Township 32 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Numbers (APN): 15-110-00, 15-110-30, 15-110-36.

Review Period

This document is open to public review and comment from October 9, 2015 through November 9, 2015. Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tcdot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period; Monday, November 9, 2015, but may be submitted at, or any time before, the Public Hearing.

Document Availability

Copies of the Public Draft Initial Study and Proposed Mitigated Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:

Trinity County Library at 351 Main Street, Weaverville; Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 61 Airport Road, Weaverville

Public Hearing

Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in a public hearing to be held at a date, time and place to be announced in the Trinity Journal on October 28, 2015.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Jordan Road at Little Creek Bridge & East Fork Road at N Fk of E Fk Hayfork Creek Bridge Replacements

Lead Agency: Trinity County Contact Person: Janice Smith
Mailing Address: P.O. Box 2490 Phone: 530-623-1365 ext 3405
City: Weaverville Zip: 96093 County: Trinity

Project Location: County: Trinity City/Nearest Community: Hayfork

Cross Streets: State Highway 3; Wildwood Road Zip Code: 96041

Longitude/Latitude (degrees, minutes and seconds): 40 ° 30 ' 36 " N / 123 ° 00 ' 00 " W Total Acres: 2

Assessor's Parcel No.: 015-110-36 & 017-130-19 Section: 28 & 14 Twp.: 38&32 N Range: 10 W Base: MDBM

Within 2 Miles: State Hwy #: 3 Waterways: Little Creek; Trinity River; East Fork Hayfork Crk

Airports: _____ Railways: _____ Schools: _____

Document Type:

- | | | | |
|---|--|------------------------------------|--|
| CEQA: <input type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | |

Local Action Type:

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>Public works</u> |

Development Type:

- | | |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input checked="" type="checkbox"/> Transportation: Type <u>bridge replacements</u> |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input type="checkbox"/> Recreation/Parks | <input checked="" type="checkbox"/> Vegetation |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Solid Waste | <input type="checkbox"/> Land Use |
| <input type="checkbox"/> Drainage/Absorption | <input type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Economic/Jobs | <input type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Other: _____ |

Present Land Use/Zoning/General Plan Designation:

1. Agriculture 10-acre minimum/Agricultural 2. Unclassified/ Resource

Project Description: (please use a separate page if necessary)

Replace one bridge on Jordan Road with a single-span, two-lane, 28 foot wide bridge with two 11-foot lanes, two 1-foot shoulders and two 2-foot railings. Replace one bridge on East Fork Road with a single-span, one-lane, 20-foot wide bridge with one 16-foot lane and 2 2-foot railings. Both bridges will span the 50-year flood with 2-foot clearance for debris.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #2 | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB #1 |
| <input type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #1 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input checked="" type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date October 9, 2015 Ending Date November 9, 2015

Lead Agency (Complete if applicable):

Consulting Firm: <u>NA</u>	Applicant: <u>NA</u>
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: *Jamie C Smith* Date: 10/8/15

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

[California Home](#)

Tuesday, November 10, 2015



[OPR Home](#) > [CEQAnet Home](#) > [CEQAnet Query](#) > Search Results > Document Description

Jordan Road at Little Creek Bridge & East Fork Road at N Fk of E Fk Hayfork Creek Bridge Replacements

SCH Number: 2015102028

Document Type: MND - Mitigated Negative Declaration

Project Lead Agency: Trinity County

Project Description

Replace one bridge on Jordan Road with a single-span, two-lane, 28 foot wide bridge with two 11-foot lanes, two 1-foot shoulders and two 2-foot railings. Replace one bridge on East Fork Road with a single-span, one-lane, 20-foot wide bridge with one 16-foot lane and 2 2-foot railings. Both bridges will span the 50-year flood with 2-foot clearance for debris.

Contact Information

Primary Contact:

Janice Smith
Trinity County
530 623 1365 x3405
PO Box 2490
Weaverville, CA 96093

Project Location

County: Trinity
City: Hayfork
Region:
Cross Streets: State Highway 3; Wildwood Road
Latitude/Longitude: 40° 30' 36" / 123° 0' 0" [Map](#)
Parcel No: 015-110-36 & 017-130-19
Township: 38/32N
Range: 10W
Section: 28/14
Base: MDB&M
Other Location Info:

Proximity To

Highways: Hwy 3
Airports:
Railways:
Waterways: Little Creek, Trinity River, East Fork Hayford Crk
Schools:
Land Use: Agriculture 10-acre minimum/Agricultural Unclassified/Resource

Development Type

Transportation: Other (bridge replacements)

Local Action

Other Action (Public works)

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Flood Plain/Flooding, Geologic/Seismic, Noise, Soil Erosion/Compaction/Grading, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Wetland/Riparian, Cumulative Effects

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Wildlife, Region 1; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 2; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 1; Native American Heritage Commission; State Lands Commission

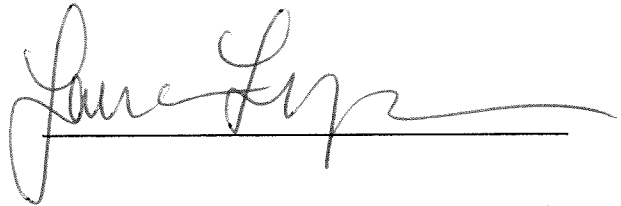
Date Received: 10/9/2015 **Start of Review:** 10/9/2015 **End of Review:** 11/9/2015

[CEQAnet HOME](#) | [NEW SEARCH](#)

Certificate of Service by Mail

STATE OF CALIFORNIA, COUNTY OF TRINITY

I do hereby certify that on the 8th day of October, 2015, I served a copy of the attached notice of public hearing to the property owners at their addresses shown on the attached list of adjacent property owners, by placing said copy in a sealed envelope with postage thereon, fully prepaid, in the United States Post Office mail box at Weaverville, California, addressed as shown on the attached list.

A handwritten signature in cursive script, appearing to read "Laura Lyons", is written over a solid horizontal line.

Laura Lyons
Trinity County Department of Transportation

**JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK BRIDGE 5C-157 REPLACEMENTS PROJECT**

**NOTICE OF PUBLIC HEARING
NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
FOR THE PROPOSED
JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK BRIDGE 5C-157
REPLACEMENTS PROJECT**

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Trinity County Library at 351 Main Street, Weaverville; Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 61 Airport Road, Weaverville

Public Hearing

Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in a public hearing to be held at a date, time and place to be announced in the Trinity Journal on October 28, 2015.

DANIKA R LANDGRAF
PO BOX 35
HAYFORK CA 96041

SIERRA PACIFIC INDUSTRIES
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REDDING CA 96049-6014

SIERRA PACIFIC HOLDING CO
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REDDING CA 96049-6014

DAVID W DAVEE
PO BOX 787
HAYFORK CA 96041

JULIANNE L FIGONE
PO BOX 2882
WEAVERVILLE CA 96093

HIXSASAKI TRUST 2015
12744 EAST ST
BOULDER CREEK CA 95006

SIERRA PACIFIC INDUSTRIES
P O BOX 496014
REDDING CA 96049-6014

SIERRA PACIFIC INDUSTRIES
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THELMA J DAVEE
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WO: 12-2746

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ASHLAND OR 97520

PEGGIE ROMBACH
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DOUGLAS CITY CA 96024

MARK C. & PATTI J. STUART
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DOUGLAS CITY CA 96024

ALAN D & LORI L COOLEY
PO BOX 114
LEWISTON CA 96052

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PO BOX 2072
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HUNTER JOHNSON
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SMYRNA GA 30082

LARRY W & ANN MARIE BALES
PO BOX 278
DOUGLAS CITY CA 96024

~~LARRY W & ANN MARIE BALES
PO BOX 278
DOUGLAS CITY CA 96024~~

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1910 WORTHINGTON RD
EAGLE POINT OR 97524-9733

~~LARRY W & ANN MARIE BALES
PO BOX 278
DOUGLAS CITY CA 96024~~

SCOTT & RACHEL LA FEIN
PO BOX 545
DOUGLAS CITY CA 96024

JAMES & DONNA BABCOCK
PO BOX 569
DOUGLAS CITY CA 96024

HELEN A. JOHNSON
BOX 306
DOUGLAS CITY CA 96024

DEBRA L ELLIOTT
STAR RT BOX 130
DOUGLAS CITY CA 96024

wo 12-2733

Affidavit of Publication

No. 5C-187 & 5C-157

{ T.C. Transportation Commission
P.O. Box 2490
Weaverville, CA 96093
{

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

Wayne R. Agner of the said County, being duly sworn, deposes and says:

That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years and that he is not a party to, nor interested in the above entitled matter;

That he is the publisher of The Trinity Journal, a newspaper of general circulation published in the Town of Weaverville, County of Trinity, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said Town of Weaverville, County of Trinity, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

September 30, 2015

I hereby certify under penalty of perjury that the foregoing is true and correct. Executed at Weaverville, California, on the 30th day of September, 2015.

Wayne R. Agner
WAYNE R. AGNER
Publisher

cs

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting
"Bridge Replacement Projects"

BY TRINITY JOURNAL

RECEIVED

OCT 01 2015

TRINITY COUNTY
DEPT. OF TRANSPORTATION

see Attachment.

**NOTICE OF PUBLIC HEARING
NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
FOR THE PROPOSED
JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187
AND
EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK BRIDGE 5C-157
REPLACEMENTS PROJECT
Trinity County Department of Transportation (County)**

has prepared and proposes to adopt a Mitigated Negative Declaration for the Jordan Road at Little Creek Bridge 5C-187, and East Fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project. A Mitigated Negative Declaration has been prepared because no substantial evidence exists that the proposed project may have a significant environmental effect that cannot be fully mitigated to a less-than-significant level. The Trinity County Planning Commission will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a heretofore unidentified significant impact on the environment.

Project Description
Trinity County, in Cooperation with The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace two bridges: the existing Bridge 5C-157 on East Fork Road over the North Fork of East Fork Hayfork Creek and Bridge 5C-187 on Jordan Road over Little Creek. New bridges would improve public safety for traffic crossing North Fork of East Fork Hayfork Creek and Little Creek by replacing functionally obsolete and/or structurally deficient bridges with new structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a one-lane structure with the same specifications or a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the low-beam elevation for the new structure would be at least 2 feet higher

than the 50-year flood elevation. Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced. Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway approaches that are abandoned would be removed. The proposed project will be delivered using the design/build contract delivery method, with construction anticipated to begin in 2016. Road closure is not anticipated during construction. One lane of traffic will remain open, controlled by flag people and/or a pilot car.

Project Location
The East Fork Road over the North Fork of East Fork Hayfork Creek Bridge 5C-157 is located along East Fork Road (County Route 343), beginning approximately 5 miles east of the intersection of East Fork Road and Wildwood Road (County Route 302; 6.5 miles south of its intersection with State Highway 3). The nearest town is Hayfork, California located approximately 14 road miles northwest of the proposed project. The bridge is located over North Fork of East Fork Hayfork Creek, a tributary to the Trinity River. The project site is found on the Hayfork Summit and Hoosimbim Mountain 7.5 minute United States Geological Survey (USGS) quadrangles, Section 28 in Township 31 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Number (APN): 17-130-19.

The Jordan Road over Little Creek Bridge 5C-187 is located along Jordan Road (County Route 332), beginning at its intersection with State Highway 3, which is located approximately 5 miles southwest of the town of Douglas City, California. The bridge is located over Little Creek, a tributary to the Trinity River. The project site is found on the Weaverville 7.5 minute USGS quadrangle, Section 14 in Township 32 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Numbers (APN): 15-110-00, 15-110-30, 15-110-36.

Review Period
This document is open to public review and comment from October 5, 2015 through November 4, 2015. Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tcdot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period; Wednesday, November 4, 2015, but may be submitted at, or any time before, the Public Hearing.

Document Availability
Copies of the Public Draft Initial Study and Proposed Mitigated Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:
Trinity County Library at 351 Main Street, Weaverville;
Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork;
Trinity County Department of Transportation at 31301 State Highway 3, Weaverville;
Trinity County Planning Department at 61 Airport Road, Weaverville

Public Hearing
Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in

a public hearing to be held at 7:00 p.m. or as soon thereafter as the matter can be heard on Thursday, November 12, 2015. The location of the Public Hearing will be announced in the Trinity Journal on October 28, 2015. September 30, 2015.

REVISED
NOTICE OF PUBLIC HEARING
NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
FOR THE PROPOSED
COFFEE CREEK ROAD AT ADAMS CREEK BRIDGE 5C-196, COFFEE CREEK
ROAD AT COFFEE CREEK BRIDGE 5C-048, AND
RAMSHORN ROAD AT MUMBO CREEK BRIDGE 5C-061 REPLACEMENTS
PROJECT
AND THE
JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK
BRIDGE 5C-157 REPLACEMENTS PROJECT

Review Period

The review period for the above-referenced documents was previously advertised in the September 30, 2015 Trinity Journal as October 5 through November 4, 2015. **The comment period has been revised. The document will be available for public review and comment from October 9, 2015 through November 9, 2015.** Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tedot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period; Monday, November 9, 2015, but may be submitted at, or any time before, the Public Hearing.

Document Availability

Copies of the Public Draft Initial Study and Proposed Mitigated Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:

Trinity County Library at 351 Main Street, Weaverville; Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 61 Airport Road, Weaverville.

Public Hearing

Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in a public hearing to be held at a date, time and place to be announced in the Trinity Journal on October 28, 2015.

Affidavit of Publication

No. 5C-061, 5C-048, 5C-196, 5C-187, 5C-157

{ T.C. Transportation Commission
P.O. Box 2490
Weaverville, CA 96093
{

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

Wayne R. Agner of the said County, being duly sworn, deposes and says:

That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years and that he is not a party to, nor interested in the above entitled matter;

That he is the publisher of The Trinity Journal, a newspaper of general circulation published in the Town of Weaverville, County of Trinity, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said Town of Weaverville, County of Trinity, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

October 7, 2015

I hereby certify under penalty of perjury that the foregoing is true and correct. Executed at Weaverville, California, on the 7th day of October, 2015.

Wayne R. Agner
WAYNE R. AGNER
Publisher

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting "Bridge Replacement Projects"

BY TRINITY JOURNAL

**REVISED
NOTICE OF PUBLIC
HEARING
NOTICE OF INTENT TO
ADOPT
A MITIGATED NEGATIVE
DECLARATION
FOR THE PROPOSED
COFFEE CREEK ROAD AT
ADAMS CREEK BRIDGE
5C-196, COFFEE CREEK ROAD
AT COFFEE CREEK BRIDGE
5C-048, AND
RAMSHORN ROAD AT MUMBO
CREEK BRIDGE 5C-061
REPLACEMENTS PROJECT
AND THE
JORDAN ROAD AT LITTLE CREEK
BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH
FORK OF EAST FORK HAYFORK
CREEK BRIDGE 5C-157
REPLACEMENTS PROJECT
Review Period**
The review period for the above-referenced documents was previously advertised in the September 30, 2015 Trinity Journal as October 5 through November 4, 2015. The comment period has been revised. The document will be available for public review and comment from October 9, 2015 through November 9, 2015.

Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tcdot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period, Monday, November 9, 2015, but may be submitted at, or any time before, the Public Hearing.

Document Availability
Copies of the Public Draft Initial Study and Proposed Mitigated Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:
Trinity County Library at 351 Main Street, Weaverville;
Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 61 Airport Road, Weaverville.

Public Hearing
Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in a public hearing to be held at a date, time and place to be announced in the Trinity

Journal on October 28, 2015.
October 7, 2015

Affidavit of Publication

No. 5C-061 – 5C-048, 5C-196, 5C-187, 5C-187

{ T.C. Transportation Commission
P.O. Box 2490
Weaverville, CA 96093
{

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

Wayne R. Agner of the said County, being duly sworn, deposes and says:

That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years and that he is not a party to, nor interested in the above entitled matter;

That he is the publisher of The Trinity Journal, a newspaper of general circulation published in the Town of Weaverville, County of Trinity, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said Town of Weaverville, County of Trinity, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

October 28, 2015

I hereby certify under penalty of perjury that the foregoing is true and correct. Executed at Weaverville, California, on the 28th day of October, 2015.

Wayne R. Agner
WAYNE R. AGNER
Publisher

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting "Bridge Replacement Projects"

BY TRINITY JOURNAL

NOTICE OF PUBLIC HEARING FOR THE PROPOSED COFFEE CREEK ROAD AT ADAMS CREEK BRIDGE 5C-196, COFFEE CREEK ROAD AT COFFEE CREEK BRIDGE 5C-048, AND RAMSHORN ROAD AT MUMBO CREEK BRIDGE 5C-061 REPLACEMENTS PROJECT AND THE JORDAN ROAD AT LITTLE CREEK BRIDGE 5C-187 AND EAST FORK ROAD AT NORTH FORK OF EAST FORK HAYFORK CREEK BRIDGE 5C-157 REPLACEMENTS PROJECT Public Hearing
The proposed initial studies and negative declarations will be considered by the Trinity County Planning Commission at a public hearing to be held at 7:00 p.m. on Thursday, November 19, 2015 at the Trinity County Fairgrounds Dining Hall in Hayfork, CA. The fairgrounds are south of Hayfork on State Highway 3.
Review Period
The review period for the above-referenced documents is from October

9, 2015 through November 9, 2015. Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tcddot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period; Monday, November 9, 2015, but may be submitted at, or any time before, the Public Hearing.
Document Availability
Copies of the Public Draft Initial Study and Proposed Mitigated Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:
Trinity County Library at 351 Main Street, Weaverville; Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 61 Airport Road, Weaverville.
Oct. 28, 2015

Affidavit of Publication

No. 5C-187 & 5C-157

{ T.C. Transportation Commission
P.O. Box 2490
Weaverville, CA 96093
{

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting
"Bridge Replacement Projects"

BY TRINITY JOURNAL

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

Wayne R. Agner of the said County, being duly sworn, deposes and says:

That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years and that he is not a party to, nor interested in the above entitled matter;

That he is the publisher of The Trinity Journal, a newspaper of general circulation published in the Town of Weaverville, County of Trinity, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said Town of Weaverville, County of Trinity, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

October 28, 2015

I hereby certify under penalty of perjury that the foregoing is true and correct. Executed at Weaverville, California, on the 28th day of October, 2015.

Wayne R. Agner
WAYNE R. AGNER
Publisher CS

See Attachment.

**NOTICE OF
PUBLIC HEARING
NOTICE OF INTENT TO
ADOPT A MITIGATED
NEGATIVE DECLARATION
FOR THE PROPOSED
JORDAN ROAD AT LITTLE
CREEK BRIDGE 5C-187 AND
EAST FORK ROAD AT NORTH
FORK OF EAST FORK HAYFORK
CREEK BRIDGE 5C-157
REPLACEMENTS PROJECT**

Trinity County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the Jordan Road at Little Creek Bridge 5C-187, and East Fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project. A Mitigated Negative Declaration has been prepared because no substantial evidence exists that the proposed project may have a significant environmental effect that cannot be fully mitigated to a less-than-significant level. The Trinity County Planning Commission will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a heretofore unidentified significant impact on the environment.

Project Description

Trinity County, in Cooperation with The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace two bridges: the existing Bridge 5C-157 on East Fork Road over the North Fork of East Fork Hayfork Creek and Bridge 5C-187 on Jordan Road over Little Creek. New bridges would improve public safety for traffic crossing North Fork of East Fork Hayfork Creek and Little Creek by replacing functionally obsolete and/or structurally deficient bridges with new structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a one-lane structure with the same specifications or a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the

low-beam elevation for the new structure would be at least 2 feet higher than the 50-year flood elevation. Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced.

Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway approaches that are abandoned would be removed. The proposed project will be delivered using the design/build contract delivery method, with construction anticipated to begin in 2016. Road closure is not anticipated during construction. One lane of traffic will remain open, controlled by flag people and/or a pilot car.

Project Location

The East Fork Road over the North Fork of East Fork Hayfork Creek Bridge 5C-157 is located along East Fork Road (County Route 343), beginning approximately 5 miles east of the intersection of East Fork Road and Wildwood Road (County Route 302; 6.5 miles south of its intersection with State Highway 3). The nearest town is Hayfork, California located approximately 14 road miles northwest of the proposed project. The bridge is located over North Fork of East Fork Hayfork Creek, a tributary to the Trinity River. The project site is found on the *Hayfork Summit and Hoosimbim Mountain* 7.5 minute United States Geological Survey (USGS) quadrangles, Section 28 in Township 31 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Number (APN): 17-130-19.

The Jordan Road over Little Creek Bridge 5C-187 is located along Jordan Road (County Route 332), beginning at its intersection with State Highway 3, which is located approximately 5

miles southwest of the town of Douglas City, California. The bridge is located over Little Creek, a tributary to the Trinity River. The project site is found on the *Weaverville* 7.5 minute USGS quadrangle, Section 14 in Township 32 North and Range 10 West, Mount Diablo Base and Meridian. The project area corresponds to a Trinity County right-of-way easement through portions of the following Assessor Parcel Numbers (APN): 15-110-00, 15-110-30, 15-110-36.

Review Period

This document is open to public review and comment from October 5, 2015 through November 4, 2015. Comments may be sent to the Trinity County Department of Transportation, Attention: Jan Smith, P.O. Box 2490, Weaverville, CA 96093, (530) 623-1365 extension 3405, email to tcdot@trinitycounty.org. Written comments are requested by 5:00 p.m. on the last day of the review period; Wednesday, November 4, 2015, but may be submitted at, or any time before, the Public Hearing.

Document Availability

Copies of the Public Draft Initial Study and Proposed Mitigated

Negative Declaration are available for review on the County's website at <http://www.trinitycounty.org/Departments/Planning/planning.htm> under "Initial Studies" or at the following locations:

Trinity County Library at 351 Main Street, Weaverville; Hayfork Branch Library at Highway 3 and Hyampom Road, Hayfork; Trinity County Department of Transportation at 31301 State Highway 3, Weaverville; Trinity County Planning Department at 81 Airport Road, Weaverville

Public Hearing

Comments received on this Initial Study will be considered by the Trinity County Planning Commission prior to approval of the project, in a public hearing to be held at 7:00 p.m. or as soon thereafter as the matter can be heard on Thursday, November 12, 2015. The location of the Public Hearing will be announced in the Trinity Journal on October 28, 2015. October 28, 2015

From: [Grossman, Katherine@Wildlife](mailto:Grossman,Katherine@Wildlife)
To: [Jan Smith](#)
Subject: RE: CEQA comment letters
Date: Tuesday, November 10, 2015 4:39:15 PM

Thank you, Jan!

My comments will center on requiring a *qualified* bat biologist to survey on and around the bridges prior to construction and developing a buffer or avoidance measure if they are present. Lack of sighting or guano on a one day field survey does not qualify as lack of presence. Additionally, the migratory bird and raptor mitigation measure centers only around vegetation removal. Nesting bird surveys should be conducted by a qualified biologist prior to the start of construction, as the construction season will overlap with nesting season. Birds may not only be nesting in nearby habitat, but potentially on the bridge itself, and construction activities, particularly blasting or pile driving, if chosen methods, may interfere with nesting activities. Also, June 1st may not be an appropriate in-stream start date to avoid impacts to yellow legged frogs and Cascade frogs, particularly at the higher elevation sites on Coffee Creek Road. Yellow-legged frogs mate and lay eggs from mid-March until June after streams have slowed from winter runoff. Eggs from yellow legged frogs may not hatch until early July. A recommended in-stream work date would be July 1 to avoid impacts to aquatic amphibians, or surveying for egg masses by a qualified biologist to determine presence prior to July 1. Finally, a 3:1 mitigation ratio for replacement of lost riparian habitat would be recommended, as Mitigation Measure # 6 only calls to replace that which was damaged by construction operations and at the direction of the contraction officer. The impacted riparian habitat should be identified prior to work commencing and the mitigation measure should outline specific ratios of replacing that which will be impacted.

Thank you again! I will have a formal letter to you prior to the 19th. I apologize; I had the date wrong on my calendar.

Kate (Grossman) Blanchard
Environmental Scientist

California Department of Fish and Wildlife
Northern Region
Aquatic Conservation Planning
601 Locust Street
Redding, CA 96001

TELEPHONE: (530)225-2239
Katherine.Grossman@wildlife.ca.gov

Every Californian should conserve water. Find out how at:

EXHIBIT B

**INITIAL STUDY AND
PROPOSED MITIGATED NEGATIVE DECLARATION**

**Jordan Road at Little Creek Bridge 5C-187 and
East Fork Road at North Fork of East Fork Hayfork
Creek Bridge 5C-157 Replacements Project**

Initial Study and Proposed Mitigated Negative Declaration

October 2015

CEQA Lead Agency:
**Trinity County
Department of Transportation
P.O. Box 2490/ 31301 State Highway 3
Weaverville, CA 96093-2490**

1. Project Title: Jordan Road at Little Creek Bridge 5C-187, East Fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project

2. Lead Agency Name and Address Trinity County Department of Transportation
PO Box 2490/ 31301 State Highway 3
Weaverville, CA 96093

3. Contact Person and Phone Number Jan Smith, Senior Environmental Compliance Specialist, (530) 623-1365 ext. 3405

4. Project Location North Fork of East Fork Hayfork Creek Bridge Section 28, Township 38 North and Range 10 West, Mount Diablo Base and Meridian, *Hayfork Summit* and *Hoosimbim Mountain* USGS 7.5 minute quadrangles. APN 017-130-19

Little Creek Bridge: Section 14, Township 32 North and Range 10 West, Mount Diablo Base and Meridian, *Weaverville* USGS 7.5 minute quadrangle APN 015-110-36

5. Project Sponsor's Name Rick Tippett, Director
Trinity County Department of Transportation
P.O. Box 2490/ 31301 State Highway 3
Weaverville, CA 96093

6. Current Land Use Little Creek Bridge: Residential
North Fork of East Fork Hayfork Creek: Residential

7. Zoning Little Creek Bridge: A-10 (Agriculture with a minimum parcel size 10 acres)

North Fork of East Fork Hayfork Creek: Unclassified

8. General Plan Designation Little Creek Bridge: Agricultural
North Fork of East Fork Hayfork Creek: Resource

9. Description of Project

Trinity County, in Cooperation with The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace two bridges: the existing Bridge 5C-187 on Jordan Road over Little Creek and Bridge 5C-157 on East Fork Road over the North Fork of East Fork Hayfork Creek. New bridges would improve public safety for traffic

crossing Little Creek and North Fork of East Fork Hayfork Creek by replacing functionally obsolete and/or structurally deficient bridges with new structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the low- beam elevation for the new structure would be at least 2 feet higher than the 50-year flood elevation. Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced.

Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway approaches that are abandoned would be removed, and the areas graded to blend with the natural topography and replanted with native vegetation. The proposed project will be delivered using the design/build contract delivery method, with construction anticipated to begin in 2016. Road closure is not anticipated during construction. One lane of traffic will remain open, controlled by flag people and/or a pilot car.

10. Surrounding Land Uses and Setting

The bridge location on Jordan Road over Little Creek is zoned A-10 (Agricultural with a minimum parcel size of 10 acres) and designated as Agricultural in the General Plan. The current land use is primarily residential. There are about 20 residences beyond the bridge along Jordan Creek Road, which is a dead-end road.

East Fork Road over North Fork of East Fork Hayfork Creek bridge location is zoned Unclassified, and designated in the General Plan as Resource. The current use of this parcel is also residential. The surrounding area along East Fork Road consists of residential uses scattered among large tracts of timber lands. East Fork Road is also a dead end.

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

- California Regional Water Quality Control Board (North Coast Region)
- State Office of Historic Preservation
- U.S. Army Corps of Engineers (San Francisco District – Eureka Field Office)
- North Coast Unified Air Quality District Notification for Construction, Grading, Quarrying and Surface Mining Operations in Naturally Occurring Asbestos (if needed)

NOTE: FHWA, as a Federal Agency implementing this project, is exempt from the requirement to have a Streambed Alteration Agreement from the California Department of Fish & Wildlife.

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Chapter 1- Introduction

1.1 Introduction and Regulatory Guidance

This document is an Initial Study (IS) that summarizes the technical studies prepared for the proposed Jordan Road at Little Creek and East Fork Road at North Fork of East Fork Hayfork Creek Bridge Replacements Project and provides justification for a Mitigated Negative Declaration (MND) for the project. This document has been prepared in accordance with the current California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines. The purpose of this document is to evaluate the potential environmental impacts of the proposed Jordan Road at Little Creek and East Fork Road at North Fork of East Fork Hayfork Creek Bridge Replacements Project. Mitigation measures have been proposed to avoid or minimize any significant impacts that were identified.

1.2 Lead Agency

The Lead Agency is the public agency with primary responsibility for implementing a proposed project. The proposed project would receive funding through federal sources and would be implemented by the Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD).. , The bridges are owned and operated by the Trinity County Department of Transportation (County), who is therefore the CEQA Lead Agency and CFLHD is the NEPA Lead Agency. NEPA approval is anticipated to be in the form of a Categorical Exclusion supported by technical studies.

1.3 Supporting Technical Studies

The technical studies listed below are available for review at the County. Please contact:

Jan Smith, Senior Environmental Compliance Specialist
Trinity County Department of Transportation
PO Box 2490/ 31301 State Highway 3
Weaverville, CA 96093
Phone: (530) 623-1365 extension 3405

Technical studies conducted for this project include:

- Cultural Resources Assessment (CRA) (confidential; available to qualified readers only)
- Biological Assessment (BA)/Biological Evaluation (BE)
- Wetland, Other Waters and Riparian Areas Delineation Report

Chapter 2

Project Description

2.1 Location

The proposed project is located along two County roads: Jordan Road and East Fork Road. The first location is on Jordan Road (County Route 332), beginning at its intersection with State Highway 3, which is located approximately 5 miles southwest of the town of Douglas City, California. The project area is located along Jordan Road from its intersection with State Highway 3 and extending 800 feet north-northwest, and 75 feet on either side of existing centerline (Figure 1a). The cadastral location of the project is Section 14 in Township 32 North and Range 10 West of the United States Geological Survey (USGS) 7.5 minute Weaverville quadrangle. The approximate center of the existing bridge crossing of Little Creek is 40.626° latitude, -122.961° longitude NAD 83 decimal degrees.

The second location of the proposed project is along East Fork Road (County Route 343) beginning approximately 5 miles east of the intersection of East Fork Road and Wildwood Road (County Route 302; 6.5 miles south of its intersection with State Highway 3). The nearest town is Hayfork, California located approximately 14 road miles northwest of the proposed project (Figure 1b). The project area (e.g., limits of construction) consists of a 150-foot width centered on East Fork Road, and extends 400 linear feet from the end of each bridge abutment. The cadastral location of the project is Section 28 in Township 31 North and Range 10 West of the United States Geological Survey (USGS) 7.5 minute Hayfork Summit and Hoosimbim Mountain quadrangles. The approximate center of the existing bridge crossing of the North Fork of East Fork Hayfork Creek is 40.510° latitude -123.000° longitude NAD 83 decimal degrees.

2.2 Existing Facility Conditions

The existing bridge over Little Creek was originally constructed in 1955 and is a single lane rail car bridge. The bridge is 47 feet long and 14.1 feet wide (outside edge of deck to outside edge of deck). The superstructure consists of a welded steel railroad car frame functioning as the primary girder. The deck consists of two layers of timber. The bridge is considered structurally deficient with a sufficiency rating of 47.0 (out of 100 maximum) and condition ratings that vary from 4 (poor) to 7 (good), depending on the bridge element. The existing timber decking is rotting, which is likely the primary reason for the poor superstructure rating.

On East Fork Road, the existing bridge over the North Fork of the East Fork of Hayfork Creek was originally constructed in 1978 and is a single lane rail car bridge. The bridge is 40 feet long and 17.1 feet wide (outside edge of deck to outside edge of deck). The superstructure consists of nine, U-shaped railroad car girders. The beams are closely spaced and positioned such that the “U” is upside

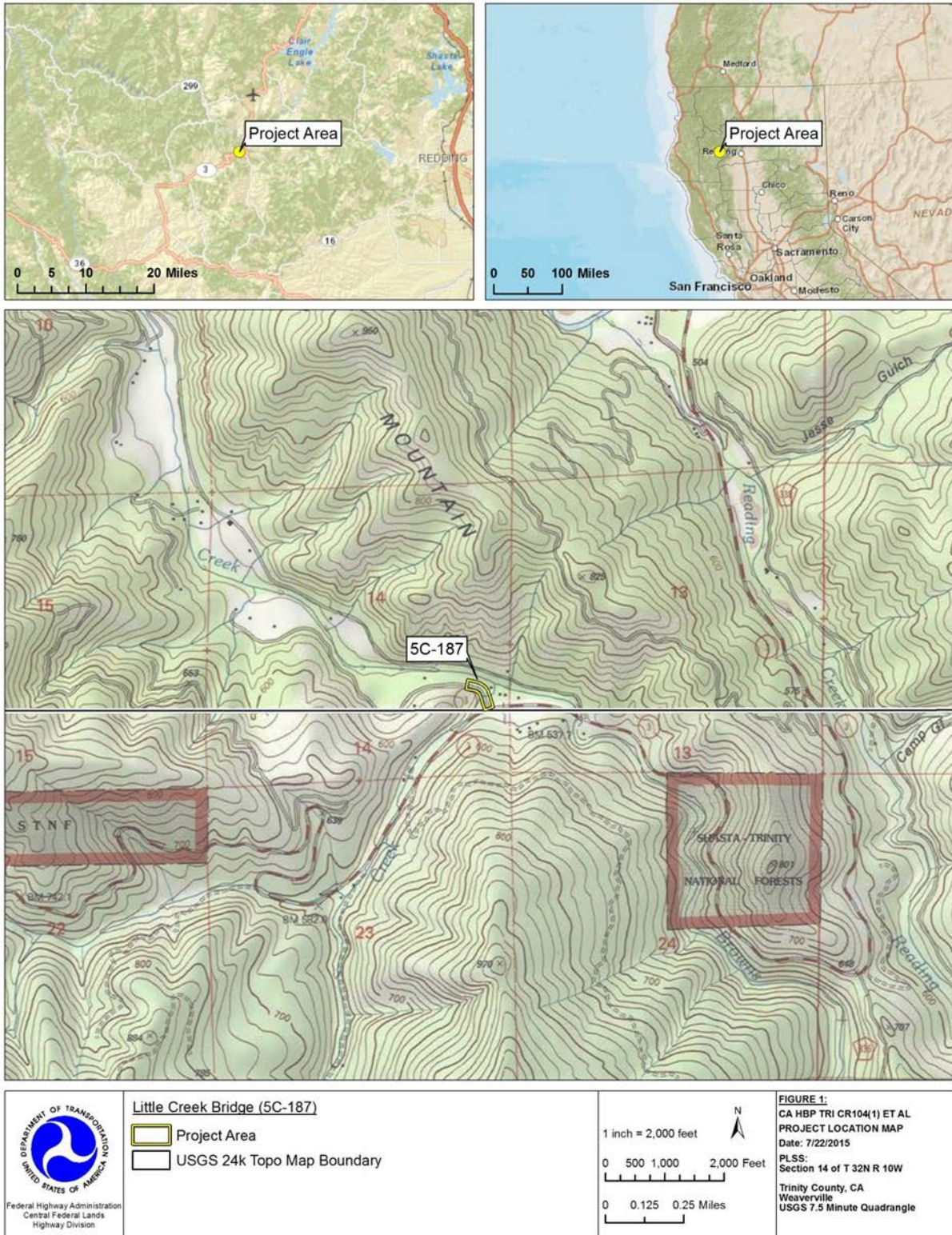


Figure 1a. Project Location Map Little Creek Bridge on Jordan Road

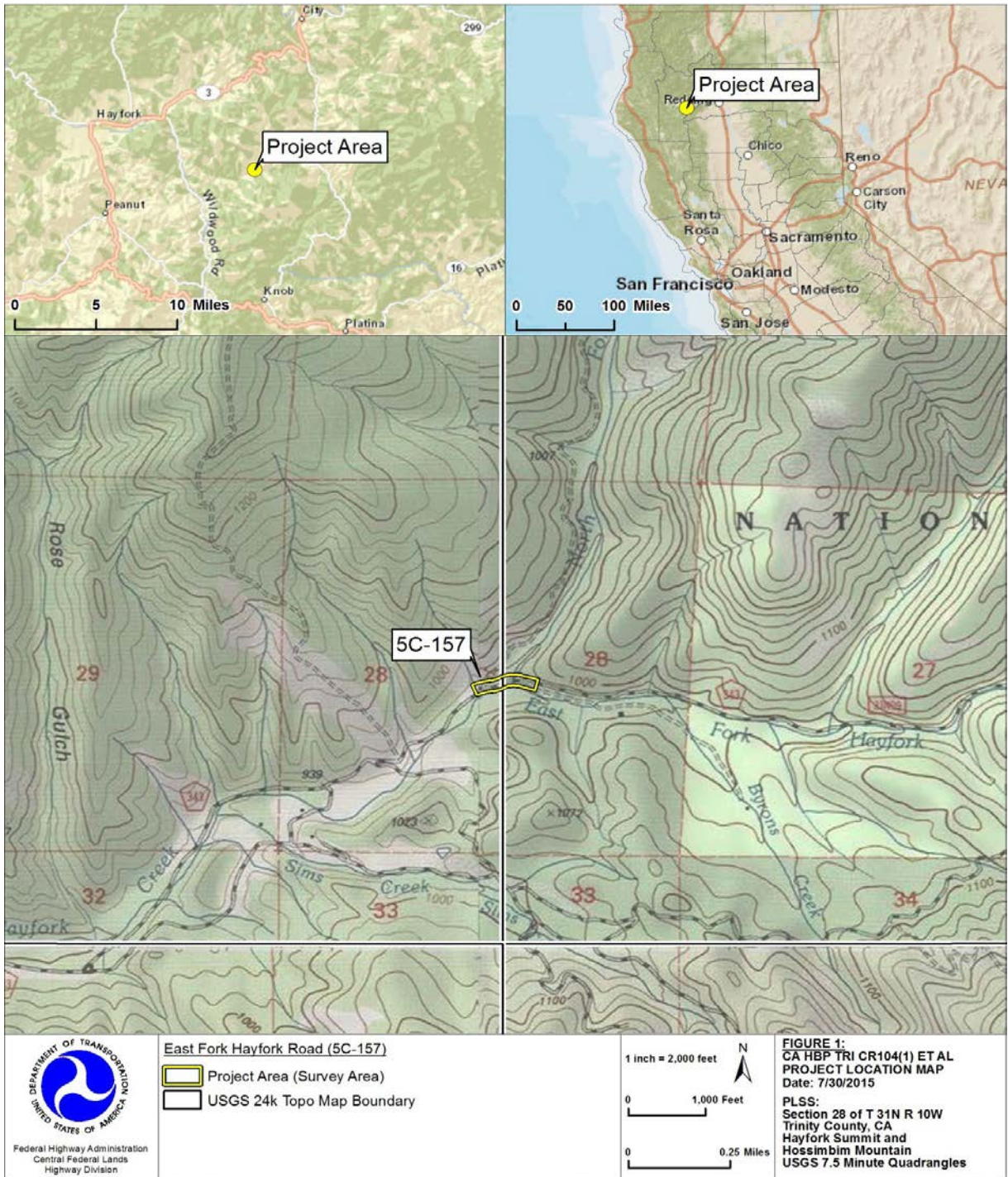


Figure 1b. Project Location Map North Fork of East Fork Bridge on East Fork Road

down. While not visible due to the temporary Bailey bridge that has been placed on top of the existing bridge, the corrugated steel plate is welded to the top to create the bridge deck. The bridge is considered structurally deficient with a sufficiency rating of 49.1 and condition ratings that vary from 4 (poor) to 7 (good), depending on the bridge element.

2.3 Project Purpose and Need

CFLHD has identified the existing bridge structures over Little Creek and North Fork of East Fork Hayfork Creek as being functionally obsolete and structurally deficient. New bridges would improve public safety for traffic crossing Little Creek and North Fork of East Fork Hayfork Creek by replacing the deficient bridges with structures that meet current design standards.

2.4 Proposed Project

2.4.1 Replacement of Existing Bridges with a Single-Span Structures

Alignment and Roadway Approaches

The proposed project includes replacing two existing substandard bridges on County roads. One bridge would be replaced on Jordan Road and one bridge would be replaced on East Fork Road. Both bridges will be replaced with structures that meet current design standards. To meet design standards, the East Fork Road proposed bridge structure would be a one-lane structure measuring 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. To meet design standards on the Jordan Road Bridge over Little Creek, a 28-foot-wide two-lane structure with two 11-foot travel lanes, two 1-foot shoulders, and two 2-foot railings is proposed. The structure design for each bridge would accommodate a 50-year flood event with 2 feet of freeboard; i.e., the low-beam elevation for the new structure would be at least 2 feet higher than the 50-year flood elevation.

Minor approach work totaling no more than 350 feet from each end of the bridge abutments for the East Fork Road Bridge is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. Road closure is not anticipated during construction. A one-lane detour, controlled by flag people, will be available just downstream of the existing bridge.

On Jordan Road, minor approach work totaling no more than 600 feet (approximately 200 feet on the south side of the Little Creek Bridge and 400 feet on the north) would be completed and the existing pavement along Jordan Road would be replaced. The minimum pavement section for Federal Lands Highway (FLH) design standards would be 3 inches of hot asphalt concrete pavement over 6 inches of aggregate base. The optimum section would be determined during design based on traffic, soils, and costs. Road closure is not anticipated during construction. Construction for the two-lane structure would be a phased approach that would consist of building the first lane of the new structure on the west side of the existing bridge in order to maintain one lane of traffic during construction.

In-stream Construction and Dewatering Activities

The proposed project will be delivered using the design/build contract delivery method. Foundations of the proposed structure will depend on the result of geotechnical subsurface investigation and will be determined during the design/build delivery process. Construction of the foundations may include methods such as pile driving or drill shafts. The bridges will clear-span the ordinary high water channels of the creeks they cross. However, in-stream work may be required to place riprap for bank protection and construction of temporary road detours and water diversions. Temporary dewatering could be implemented to isolate work areas from stream flows. Water drafting may also be required to facilitate construction activities, such as dust control. Construction is anticipated to begin in 2016.

Right-of-Way

The projects are located within County right-of-way or prescriptive easement across private lands. A minimal amount of additional right of way acquisition may be needed for minor cuts and fills and minor curve corrections. A small amount of temporary construction easement for staging areas is also expected, as staging would mostly occur in the closed approaches. A temporary construction easement (likely less than 0.2 acres) will be needed for the temporary detour on East Fork Road. On Jordan Road, right of way will be needed in order to replace the single-lane bridge with a two-lane bridge. If a single lane bridge were to be built, additional right of way would still be needed to place pullouts on each side of the bridge to allow passing, as required by minimum Fire Safe Standards. A private well will need to be relocated under either alternative. The property owners will be compensated for the cost of relocating their well and pump house. All permanent rights of way will be purchased from the property owner at fair market value. Property owners will also be compensated for any temporary easements.

Utilities

No utilities are located on or near the East Fork Bridge. Jordan Road has overhead power and telephone lines crossing the bridge location. One or more power poles may need to be relocated. As mentioned above, a private well will also have to be relocated at the Little Creek Bridge site.

Bridge Demolition

The existing bridges would be removed from the site. Flexibility would be allowed in the contract to permit the contractor to select a preferred method of demolition; however, blasting would not be allowed. Restrictions would be placed on the contractor to ensure that any sensitive areas, especially the live creek channel, would be protected. Removal techniques and containment systems would be used to meet applicable permit requirements. The old bridge abutment footings would be excavated and the earthen materials would likely be re-used for roadway embankment. The old bridge, concrete and rebar would be disposed of off-site at an appropriate disposal or re-use facility.

Temporary Detour

Road closure is not anticipated during construction. At Little Creek, phased construction is currently proposed. One lane of the new bridge will be constructed building on the west side of the existing bridge in order to maintain one lane of traffic during construction. Once the first lane is

built, traffic will be shifted onto it while the old bridge is demolished and the second lane is constructed.

On East Fork Road, a temporary detour will be constructed, using a temporary bridge or culvert, immediately downstream of the existing bridge.

At North Fork of East Fork Hayfork Creek, road closure is not anticipated during construction. An on-site detour is proposed approximately 50 feet downstream of the existing bridge where it appears a previous low-water crossing existed. A temporary bridge or a culvert will be used to construct a temporary single-lane detour.

Because the average daily traffic is relatively low on these routes, (less than 100 vehicles per day), and sight distance is adequate, the need for traffic control devices such as temporary stop lights will not be needed. Stop signs during non-construction times and flagging during construction hours are anticipated.

2.4.2 Design Criteria

Bridge and Roadway Design

American Association of State Highway and Transportation Official (AASHTO) and Federal Lands Highway (FLH) design standards would be used to design the replacement structure and roadway improvements. The proposed project will comply with the latest edition of the California amendments to the AASHTO Load and Resistance Factor Design (LFRD), Bridge Design Specifications.

Hydraulic Criteria

A design level hydraulic study will determine the most probable 100- and 50-year flood flows based on the existing bridge configuration, as well as the proposed configurations. The proposed bridge configurations will be designed to pass, at a minimum, the calculated 50-year flood plus two additional feet of clearance for debris.

2.4.3 Construction Best Management Practices (BMPs)

- Construction of bridge replacements and roadway improvements will follow the methods outlined in the following paragraphs to minimize the impacts of construction. A worker awareness program will be presented to all construction personnel before they start work on the project. The program shall summarize relevant laws and regulations that protect biological resources, discuss sensitive habitats and listed species within the potential to occur in the work zone, explain the role and authority of the biological monitors, and review applicable avoidance measures to protect listed species and habitats.

- FHWA will prepare and implement an erosion control and restoration plan to control short- and long-term erosion and sedimentation effects, and to restore vegetation and stabilize soils in areas affected by construction activities. The plan will include necessary requirements regarding erosion control, and will implement BMPs for erosion and sediment control as required. Following construction, restoration would occur to temporary work areas disturbed during construction. Only appropriate native plant material will be used for erosion control and restoration. BMPs will be placed on all disturbed slopes and material disposal sites, as indicated by the FHWA Erosion Control Plan.
- Structures designed to minimize sediment and pollutant runoff from sensitive areas such as settling ponds, vehicle and fuel storage areas, hazardous materials storage sites, erosion control structures, and coffer dams shall be visually monitored daily, especially following precipitation events, to ensure these structures are functioning properly.
- All waste fuels, lubricating fluids, and other chemicals will be collected and disposed of in a manner that ensures that no adverse environmental impact will occur. Construction equipment will be inspected daily to ensure hydraulic, fuel and lubrication systems are in good condition and free of leaks to prevent these materials from entering any stream. Vehicle servicing and refueling areas, fuel storage areas, and construction staging and materials storage areas will be sited a minimum of (50 feet) 15 meters from ordinary high water, typically referred to as the Q2 elevation, wetlands, and contained properly to ensure that spilled fluids or stored materials do not enter any stream or wetland.
- No herbicides will be used per Trinity County policy.
- Effects to riparian areas will be avoided and minimized to the greatest extent practicable during construction to reduce loss of shading and vegetation structure.
- Vegetation will be cleared only where necessary and will be cut approximately 4 inches above soil level except in areas that will be excavated for bridge construction. This will allow plants to re-sprout after construction and reduce bank erodibility. All clearing and grubbing of woody vegetation will be done using hand tools, small mechanical tools, or backhoes and excavators. All cleared vegetation will be removed from the project footprint to prevent attracting animals to the project site.
- Also in accordance with the NPDES permit, a Rain Event Action Plan (REAP) will be developed prior to Notice to Proceed. A copy of a generic REAP is included as Appendix D in this document. The REAP will be reviewed and structured to address project specific actions that are needed to prevent pollutants from reaching the creeks and rivers during the rain event. The REAP will be executed within 48 hours prior to a forecast rain event of 50% chance of precipitation or more. BMPs in the REAP include:
 - When the trees are cleared, the slash will be chipped and placed as mulch on the area that has been cleared to prevent raindrop erosion.
 - Any area that has soil disturbances will be stabilized prior to rain events with mulch, wood chips, or other protective covers.
 - Sediment traps will be placed to collect the water and allow sediment to settle

out. If sediment traps are not possible, other settling and filtering devices will be used to slow water down and remove sediments.

- Operations will shut down during extreme rain events.
- Fueling and repair areas will be covered and surrounded by a berm.
- Exposed soil will be covered and stabilized.
- Treated materials will be covered or placed in a shed.
- Dumpsters will be covered at all times.
- Drain holes will be plugged.
- Control perimeters will be established around stockpiles of material.
- Construction will occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset).
- Vegetative areas temporarily impacted will be revegetated by planting and seeding with native shrubs and herbaceous perennials and annuals.

2.4.4 Contractor Staging Areas/Construction Access Routes

If an existing bridge remains in place during construction, equipment and materials would be staged along the new approach roadway. However, if an existing bridge is removed, staging would occur in the old approach roadway while traffic is diverted to a temporary detour/water crossing.

Following completion of the new bridge construction, the staging areas and construction access routes would be restored to pre-construction conditions. The pavement will be removed from the old approach roadway sections and those areas will be revegetated with native grasses and straw mulch. The location of the old bridge abutments will be sloped back to match the surrounding stream banks and revegetated with riparian species.

2.4.5 Water Pollution Prevention

All instream activities, including bridge removal, placement of rock slope protection, substructure and superstructure construction activities would be confined to June 1 through October 15, when the streams are dry or at their lowest flow, to minimize and/or avoid potential effects on water quality. Temporary erosion control measures, such as silt fencing and straw bales, would be used to ensure that disturbed areas do not discharge sediment to Jordan Creek or the North Fork of the East Fork of Hayfork Creek in the event of rain. Construction activities within the ordinary high water line of Jordan Creek or the North Fork of the East Fork of Hayfork Creek may be allowed outside of the June 1 through October 15 period if permitted by the Regional Water Board (depending on weather conditions).

2.5 Tentative Schedule

Construction associated with the proposed project cannot begin until the environmental document has been adopted by the County and FHWA-CFLHD; the final design, plans, specifications, and cost

estimates have been prepared; the ROW has been acquired; the necessary permits have been acquired; and approvals from state and federal agencies have been obtained. It is anticipated that the earliest that construction would start is summer 2016. Bridge removal at each site would require approximately one week per site. Foundation and substructure construction would require several weeks. Superstructure erection would require an additional several weeks. Roadway approaches would require several weeks. All instream activities, including stream diversion channels, culvert installation, bridge removal, substructure and superstructure construction activities would be confined to June 1 through October 31, when the streams are dry or at their lowest flow. . Other bridge construction activities occurring outside of this period would be limited to deck work on the new bridge structure, roadway approach work, construction site cleanup and revegetation, and/or other activities that can be accomplished outside of the ordinary high water boundaries. A project of this magnitude can typically be completed within one construction season (i.e., by the end of November).

2.6 Required Permits and Approvals.

The following permits and approvals likely will be required to implement the proposed project:

- U.S. Army Corps of Engineers – San Francisco District (Eureka Field Office): Section 404 Nationwide Permit 14 (Linear Transportation Crossing Projects)
- North Coast Regional Water Quality Control Board: Section 401 Water Quality Certification
- North Coast Unified Air Quality District Notification for Construction, Grading, Quarrying and Surface Mining Operations in Naturally Occurring Asbestos (if needed)

NOTE: A California Department of Fish and Wildlife Section 1602 Streambed Alteration Agreement is NOT required for activities implemented by a Federal Agency, i.e. FHWA-CFLHD

2.7 Description of No Action Alternative

In addition to the proposed action, the County considered a “No Action” alternative in its evaluation of the project, pursuant to the California Environmental Quality Act (CEQA). Under the No Action alternative, the County/FHWA would not proceed with replacement of the existing bridges over Little Creek or North Fork of East Fork Hayfork Creek. However, FHWA has identified the existing bridge structures over Little Creek and North Fork of East Fork Hayfork Creek as being functionally obsolete and structurally deficient (sufficiency ratings of 47.0 and 49.1, respectively).

Implementation of the No Action alternative could result in future public safety issues associated with ageing and deteriorating bridge structures.

Chapter 3 Environmental Setting, Impacts, and Mitigation Measures

This chapter provides an evaluation of the potential environmental impacts of the proposed Jordan Road over Little Creek and East Fork Road over North Fork of East Fork Hayfork Creek Bridge Replacements project, as well as the CEQA Mandatory Findings of Significance.

The environmental factors checked below would be potentially affected by this project. The significance level is indicated using the following notation: 1=Potentially Significant; 2=Less Than Significant with Mitigation; 3=Less Than Significant.

3	Aesthetics	3	Agriculture Resources	2	Air Quality
2	Biological Resources	2	Cultural Resources	2	Geology / Soils
3	Greenhouse Gasses	2	Hazards & Hazardous Materials	2	Hydrology / Water Quality
3	Land Use / Planning		Mineral Resources	2	Noise
	Population / Housing		Public Services		Recreation
3	Transportation/Traffic		Utilities / Service Systems	2	Mandatory Findings of Significance

Each of these issue areas was fully evaluated and one of the following four determinations was made:

- **No Impact:** No impact to the environment would occur as a result of implementing the proposed project.
- **Less than Significant Impact:** Implementation of the proposed project would not result in a substantial and adverse change to the environment and no mitigation is required. Beneficial impacts are considered “Less than significant” impacts.
- **Less than Significant Impact with Mitigation Incorporated:** A “significant” impact that can be reduced to a less-than-significant level with the incorporation of project-specific mitigation measures.
- **Potentially Significant Impact:** Implementation of the proposed project could result in an impact that has a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382).

3.2 Environmental Setting

3.2.1 Regional Setting

The project is generally located within the central portion of the Klamath Mountain Range physiographic province, and more specifically within the Salmon Mountains, located in Northern California between the Coast Range to the west and Cascade Range to the east, and the Sacramento Valley to the south. These mountains are made up of metamorphic granite with variable terrain, ranging from steep and rugged to the west, and gentle and rolling to the east. The Klamath Mountains range in elevation from 450 to 8,900 feet above sea level (amsl). The Little Creek portion of the project area is located at 1,760 feet amsl, and the North Fork of East Fork Hayfork Creek portion is located at 3,160 feet amsl.

The ecologically diverse Klamath Mountains ecoregion is flanked by the Coast Range ecoregion to the west, the Central and Southern California Chaparral and Oak Woodlands ecoregion to the south, the Willamette Valley ecoregion to the north, and the Cascades and Eastern Cascades, Slopes, and Foothills ecoregions to the east (USGS 2014). The Klamath Mountains ecoregion is located in a transitional zone between hotter and dryer areas to the south and colder and wetter areas to the north. The mild Mediterranean climate of the Klamath ecoregion is characterized by hot, dry summers and wet winters, with variable amounts of winter moisture (USGS 2014).

3.2.2 Local Setting

The two project locations on Jordan Road and East Fork Road fall within the Land Resource Region (LRR): A - Northwestern Forest, Forage, And Specialty Crop Region, characterized by “steep mountains and narrow to broad, gently sloping valleys and plains”; and the Major Land Resource Area (MLRA): 5 - Siskiyou-Trinity Area, characterized as consisting “of an uplifted and eroded peneplain on very hard rocks with numerous higher peaks.” (USDA 2006).

The Jordan Road portion of the project lies along a portion of the Little Creek drainage which is a tributary to Browns Creek. Browns Creek is a direct tributary to the Trinity River below the Trinity River Dam and Lewiston Dam. The project area is located at an elevation of approximately 520 feet above mean sea level (amsl) and is located in a valley bottom surrounded by steep forested mountains on both sides.

The East Fork Road portion of the project lies along a portion of the North Fork of the East Fork of Hayfork Creek drainage. The East Fork is a tributary to the mainstem of Hayfork Creek. Hayfork Creek is the largest tributary to the South Fork Trinity River and historically has been the spawning area for steelhead and spring and fall chinook salmon. The South Fork Trinity watershed is primarily mountainous, forested land, with two broad agricultural valleys occupied by the towns of Hayfork and Hyampom. Elevations in the basin range from more than 7,800 feet above sea level in the headwater areas, to less than 400 feet at the confluence with the Trinity River. The project area is located at an elevation of approximately 3100 feet above mean sea level (amsl) and is located in a valley bottom surrounded by steep forested mountains on both sides.

3.2.3 Topography and Hydrological Setting

The Jordan Road bridge site within the project area is located in the Trinity watershed (HUC 18010211) (USEPA, 2015). The Jordan Road Bridge is located over Little Creek, which is a north-draining tributary to Browns Creek. Browns Creek then flows north for approximately 3 miles before intersecting with the Trinity River. Little Creek is perennial, although it has become intermittent during the summer months or dry season in recent years due to the on-going drought conditions.

The East Fork Road portion of the project area is located in the South Fork Trinity watershed (HUC 18010212). The South Fork Trinity watershed is primarily mountainous, forested land, with two broad agricultural valleys occupied by the towns of Hayfork and Hyampom. Elevations in the basin range from more than 7,800 feet above sea level in the headwater areas, to less than 400 feet at the confluence with the Trinity River. This 604,000-acre area that is a mix of private and U.S. Forest Service administered public land, has experienced extensive timber harvesting in the past that has caused erosion and sedimentation of streams and the river. In addition, the area is susceptible to naturally occurring landslides and other mass-wasting events because of steep terrain, loosely consolidated soils (decomposed granite) and heavy precipitation (USEPA, 2015). This portion of the project area lies along a portion of the North Fork of the East Fork of Hayfork Creek drainage. The North Fork of the East Fork of Hayfork Creek flows underneath the existing bridge from the north to the south towards the East Fork. The East Fork is a tributary to the mainstem of Hayfork Creek.

Average annual precipitation for the project area ranges between 35 and 42.67 inches per year (WRCC, 2015). Precipitation data for the Watershed shows an increase in rain starting in October that typically lasts through the end of March. Most of the precipitation during this time comes in the form of moderate intensity storm events that last from two to five days and typically develop over the eastern part of the Pacific Ocean and are brought in by the jet stream flowing in an easterly direction. The amount and distribution of this precipitation and the form it takes upon reaching landfall (rain, snow, hail, etc.) is largely determined by local topographic features and elevation. Within the watershed, the summer months remain relatively rain free with the majority of the precipitation occurring during the winter season between the months of November and March.

According to the Western Regional Climate Center recording station at Hayfork, CA for the period of record April 1, 1914–October 31, 2010, the average annual minimum winter temperature ranges between 27 and 34 degrees Fahrenheit between October and March. The average maximum daily temperature from April through September ranges from 67–93 degrees Fahrenheit. The lowest temperature on record, in December, 1998, is -5 degrees Fahrenheit. The highest temperature, in August, 1920, is 111 degrees Fahrenheit (Center, 2015). The 2014–2015 rainy season was extremely dry in California, and the state is currently in a severe drought.

3.2.4 Soils

The most recent U.S. Department of Agriculture National Resources Conservation Service Soil Survey that covers the project area was obtained from the Web Soil Survey website (USDA, 2015). **Table 1** below summarizes the soil types identified in the project area and vicinity.

Table 1: Soils of the General Project Area and Vicinity

Project Site	Soil Unit Name	Hydric
Jordan Road	Atter-Dumps, Dredge Tailings-Xerofluvents Complex, 2-9 percent slopes.	Yes (xerofluvents component)
	Bamtush-Brownbear-Weaverville Complex, 30 to 75 percent slopes.	No
	Browns Creek-DougCity Complex, 30-50 percent slopes.	Yes (xerofluvents component)
	Demogul Gravelly Loam, 50 to 75 percent slopes.	No
	Haysum Gravelly Loam, 5-9 percent slopes.	Yes (xerofluvents component)
	SheetIron Variant-Dedrick Complex, 50-75 percent slopes.	No
	VanVor-Hoosimbim Complex, 30-50 percent slopes.	No
East Fork Road	Brader family, 40 - 60 percent slopes.	No
	Holland, deep-neuns families complex, 40-60 percent slopes	No
	Secca family, 20 - 50percent slopes.	No

3.2.5 Vegetation Communities

The general terrain surrounding both bridge sites within the project area lies within the Montane Hardwood- Conifer plant community. In the northern interior of California, this plant community consists of at least one-third conifer and at least one-third broadleaf trees scattered throughout the landscape in a mosaic-like pattern of small pure stands of conifers interspersed with small stands of broad-leaved trees (Holland, 1986; Mayer & Laudenslayer Jr., 1988). Geographically and biologically, this plant community often serves as an ecotone between dense coniferous forest and montane hardwood, mixed chaparral, or open woodland vegetation types. Montane hardwood-conifer occurs at various locations throughout the site. Dominant tree species observed within this plant community include Pacific madrone (*Arbutus menziesii*), bigleaf maple (*Acer macrophyllum*), ponderosa pine (*Pinus ponderosa*), gray pine (*Pinus sabiniana*), Douglas-fir (*Pseudotsuga menziesii*), canyon live oak (*Quercus chrysolepis*), and black oak (*Quercus kelloggii*). Shrub species observed include common manzanita, buck brush, cascara (*Rhamnus purshiana*), skunkbrush (*Rhus* spp), snowberry (*Symphoricarpos albus* var. *laevigatus*), and poison-oak (*Toxicodendron diversilobum*). The underlying herbaceous layer includes ripgut brome (*Bromus diandrus*), cheatgrass (*Bromus tectorum*), blue wild rye (*Elymus glaucus*), silver bush lupine (*Lupinus albifrons*), purple sanicle (*Sanicula bipinnatifida*), and field hedge-parsley (*Torilis arvensis*) (NSRI, 2005).

Vegetation of the immediate project area lies within the Montane Riparian plant community. For Montane Riparian communities, dominant tree species include white alder (*Alnus rhombifolia*), Douglas fir, Canyon live oak and black oak, black cottonwood

(*Populus balsamifera* ssp. *trichocarpa*) and Jeffrey pine (*Pinus jeffreyi*). Understory species include Mock-orange (*Philadelphus lewisii*), mugwort (*Artemisia douglasiana*), Pacific dogwood (*Cornus nuttallii*), field hedge parsley (*Torilis arvensis*), dalmatian toadflax (*Linaria genistifolia* ssp. *dalmatica*), coltsfoot (*Petasites palmatus*), three petal bestraw (*Galium trifidum*), sedges (*Carex* spp.), Scouring rush (*Equisetum arvense*), Horsetail rush (*Equisetum hyemale*), Common rush (*Juncus effusus*), Indian rhubarb (*Darmera peltata*), gooseberry (*Ribes* spp.), Pacific willow (*S. lasiandra*). In uplands located adjacent to areas of riparian vegetation, the plant community is dominated by introduced annual grass species, including wild oats (*Avena fatua*), soft brome (*Bromus hordeaceus*), ripgut brome, cheatgrass, and hare barley (*Hordeum murinum* ssp. *leporinum*).

(see Appendix D for the plant list and Appendix E for ground photos).

3.2.6 Wildlife

Some of the major wildlife species in this area are whitetail deer (*Odocoileus virginianus*), mountain lion (*Puma concolor*), Elk (*Cervus elephus*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), raccoon (*Procyon lotor*), skunk (*Mephitis mephitis*), jackrabbit (*Lepus townsendii*), gray squirrel (*Sciurus griseus*), Pacific martin (*Martes caurina*), Fisher-West Coast DPS (*Pekania pennanti*), rattlesnake (*Crotalus* sp.), Northern goshawk (*Accipiter gentillis*), crow (*Corvus brachyrhynchos*), quail (*Callipepla* spp.), Golden eagle (*Aquila chrysaetos*), bandtailed pigeon (*Patagioenas fasciata*), blackbird (*Agelaius* spp.), Pacific tailed frog (*Ascaphus truei*), and foothill yellow legged frog (*Rana boylei*). Some of the more prized species of fish in the area include rainbow trout (*Oncorhynchus mykiss*) and brown trout (*Salmo trutta*) and other anadromous salmonids such as summer run steelhead (*Oncorhynchus mykiss irideus*) and Chinook salmon—spring run Klamath and Trinity River population (*Oncorhynchus tshawytscha*). Coho salmon have not been found in Hayfork Creek near or upstream of the town of Hayfork (RPSNCC CSRP, 2014).

3.3 Environmental Impacts and Mitigation Measures

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

Discussion of Impacts

- a) Existing bridge structures are already present within the project study area. The proposed Jordan Road and East Fork Road Bridge Replacements would be introducing similar types of structures in areas that were previously developed.
- b) Jordan Road and East Fork Road are not designated as state scenic highways. The proposed project would not introduce any elements that would degrade the existing visual character or quality of the site or surrounding area.
- c) Existing bridge structures that are similar to the proposed replacement bridges are already present in the project study area. The proposed project would not introduce any elements that would degrade the existing visual character or quality of the site or surrounding area.
- d) Construction and operation of the proposed project are not expected to result in increased glare in the project area and no lighting is proposed as part of the proposed project.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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II. AGRICULTURAL 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 prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, timberland (as defined by Public Resources Code section 4526), or timberland zoned timber production (TPZ) as defined by Government Code Section 51104(g)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) 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"/> |

Discussion of Impacts

- a) The project study area does not contain lands mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program. Soils within the project area are not prime agricultural soils.
- b) The project study area is within or adjacent to existing roadways and would not split or reduce the acreage of any existing agricultural parcel. Although the General Plan designation of the Jordan Road parcel is Agriculture, the parcel is used primarily as a residence. None of the parcels associated with the project site are currently under a Williamson Act contract.
- c) The project will not cause rezoning of timberland zoned timber production. The East Fork Road parcel is in residential use, but it has a General Plan designation of Resource and is surrounded by active timberlands. The project is adjacent to the existing roadway and bridge and will not remove any merchantable trees (Jacobs 2015c) or reduce the area that is currently in timber production. The project will benefit timber operations beyond the bridges by making the bridges safer for log trucks and other timber harvest equipment.

- d) Construction and operation of the Jordan Road and East Fork Road Bridge Replacements would not result in the conversion of farmlands to a non-agricultural use, or forest lands to non-forest use.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion of Impacts

- a) Air pollution control would conform to FHWA Standard Specifications for Roads and Bridges on Federal Highway Projects (FP-14) which state that the contractor shall comply with all applicable air pollution control rules, regulations, ordinances, and statutes.
- b,c) Trinity County is in attainment of air quality standards, except for an occasional exceedance of the state standard for particulate matter (PM₁₀). Construction activities associated with the proposed project would result in a relatively minor and temporary increase in PM₁₀. While the amount of PM₁₀ generated by the proposed project would be minor, it would nevertheless be considered a significant impact because the air district is currently in non-attainment for particulate matter. In accordance with FHWA Standard Specifications (FP-158.03) for air quality, implementation of *Mitigation Measure #1—Air Quality Fugitive Dust Control* will reduce this impact to a less-than-significant level.

Once construction is complete, the project will not emit any air pollutants. Vehicle emissions will not increase due to the project, because the new bridges will not cause a change in the number or types of vehicles using the roads.

- d) No sensitive receptors such as schools, hospitals, or day care centers are located within the project study limits on East Fork Road, although one residence (occupied part time) is approximately 150' northeast of the proposed bridge replacement. On Jordan Road, approximately 15 residences access their property via Jordan Road, although the majority of them are more than 500 feet from the proposed bridge site. One residence is located approximately 75' north of the proposed bridge replacement, one residence is located approximately 200 feet southeast, and a third residence is located 500 feet west. Another home is located approximately 500 feet east of the project area on B-Bar-K Road. The project will generate fugitive dust during construction of the new bridges and work on roadway approaches. Pollution concentrations during the short construction period will not be substantial. However, the standard practices stated below in *Mitigation Measure #1—Air Quality Fugitive Dust Control* will be implemented to control and minimize air pollutants during construction and will reduce this impact to a less-than-significant level.
- e) Construction and operation of the proposed bridge replacements does not include substances that would create objectionable odors.

Mitigation Measures

Mitigation Measure #1—Air Quality/Fugitive Dust Control

The FHWA -CFLHD shall include provisions in the construction bid documents that the contractor shall implement a dust control program to limit fugitive dust emissions. The dust control program shall include, but not be limited to, the following elements, as appropriate and outlined in FHWA Standard Specifications:

- Provide an adequate water supply and apply water uniformly across the traveled way as necessary to control dust. Uniformly apply water using pressure-type distributors, pipelines equipped with spray systems, or hoses with nozzles.
- Control dust within the construction limits as necessary including nights, weekends, and periods of non-work when the project is open to public traffic. When the project is not open to public traffic, control dust in areas of the project that have adjacent residences or businesses. Control dust on approved, active detours established for the project. Apply water at the locations, rates, and frequencies as ordered.
- Control dust on active haul roads, in pits and staging areas, and on the project during periods not covered above.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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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 Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> |

Discussion of Impacts

- a) A Biological Assessment/Biological Evaluation (BA/BE) report was prepared for CFLHD for the Jordan Road (Jacobs 2015b) and East Fork (Jacobs 2015c) bridge sites. The purpose of the BA/BEs was to review the proposed improvements to the Little Creek and North Fork of East Fork Hayfork Creek bridges in sufficient detail to determine if, and to what extent, the proposed action may affect U.S. Fish and Wildlife Service (USFWS), State of California, and California Department of Fish and Wildlife (CDFW) special-status species. This BA/BE was also prepared to determine if the proposed action would require consultation with the USFWS pursuant to the FESA or CDFW pursuant to the California Endangered Species Act (CESA).

As discussed in the BA/BE, the following six federal species subject to the Federal Endangered Species Act and/or State of California species subject to the California Endangered Species Act (CESA) have potential to occur in the project area:

Federal Species:

- Coho salmon, Southern Oregon/Northern California Coast evolutionarily significant unit (ESU) (*Oncorhynchus kisutch*) – Federally Threatened, California State Threatened¹
- Fisher (West Coast distinct population segment [DPS]) (*Pekania pennanti*) – Federally Proposed Threatened Species, California State Candidate Threatened, CDFW Species of Special Concern
- Northern spotted owl (*Strix occidentalis caurina*) – Federally Threatened, California State Threatened, CDFW Species of Special Concern

State Species:

- Bald eagle (*Haliaeetus laucocephalus*) – California State Endangered, CDFW Fully Protected
- Golden eagle (*Aquila chrysaetos*) – CDFW Fully Protected Species and Watch List
- Townsend’s big-eared bat (*Corynorhinus townsendii*) – California State Candidate Threatened, CDFW Species of Special Concern

In addition to the federal and state listed species listed above, the following seven CDFW species of concern have potential to occur in the project area.

CDFW Species:

- Chinook salmon, spring-run Klamath-Trinity Rivers (*Oncorhynchus tshawytscha*) – CDFW Species of Special Concern
- Foothill yellow-legged frog (*Rana boylei*) – CDFW Species of Special Concern
- Northern goshawk (*Accipiter gentilis*) – CDFW Species of Special Concern
- Pacific tailed frog (*Ascaphus truei*) – CDFW Species of Special Concern
- Pallid bat (*Antrozous pallidus*) – CDFW Species of Special Concern
- Steelhead – Klamath Mountains Province DPS (*Oncorhynchus mykiss irideus*) – CDFW Species of Special Concern
- Western pond turtle (*Emys marmorata*) – CDFW Species of Special Concern

¹ An ESU (evolutionary significant unit) reflects the best and most current understanding of the likely geographic boundaries of reproductively isolated salmon populations.

No state or federally listed plant species were found to be potentially present in the project areas. However, nine plants of concern to the California Native Plant Society (CNPS) were identified as having the potential to occur in the Jordan Road project study area and 14 were identified as potentially occurring in the East Fork study area. Botanical surveys were performed at both sites on July 9, 2015. None of the plants identified by the CNPS were observed on either site, nor were any state or federally listed plants (Jacobs 2015b and 2015c).

Coho Salmon. A Biological Assessment/Essential Fish Habitat Assessment (BA/EFHA) was completed for the Little Creek site (Jacobs 2015d) and the East Fork Site (Jacobs 2015e). The BAs were prepared in support of consultation with the National Marine Fisheries Service (NMFS) under Section 7 of the Federal Endangered Species Act.

Little Creek is within the known range of SONCC coho salmon. However, it is unlikely that SONCC coho salmon would be present in Little Creek during in-stream project activities, because they will be limited to June 1 to October 15, when the stream is dry or at low flows that would not support the species (Jacobs 2015d).

Limited potential habitat for SONCC coho salmon occurs within the North Fork of East Fork Hayfork Creek although the species is not known to occur there and distribution does not extend up into the East Fork of Hayfork Creek (Jacobs 2015e). However, the North Fork of the East Fork is considered Critical Habitat for the SONCC coho salmon.

Indirect effects to SONCC coho salmon could result from sedimentation and chemicals from construction activities being discharged to downstream waterbodies. The greatest likelihood for sediment or chemicals to enter the North Fork of East Fork Creek would be during instream activities to temporarily construct the detour at East Fork Road. It is possible that a temporary bridge may be relocated to construct the temporary detour which would span the creek; thereby minimizing the effects of increased stream turbidity because it would limit the amount of in-stream work.

Bridge removal and replacement activities at either site could also increase the chance for introducing sediment and chemicals to the waterways from work that is performed along the stream banks. At this time, the scope of the amount of work that would be performed below the ordinary high water mark (OHWM) is not known. However, if riprap is necessary to protect structure abutments or is used to construct the temporary detour some work below OHWM may be required. In order to minimize potential effects, the placement of riprap for scour protection would be installed while isolated from flowing water and conducted between June 1 and October 15 (hereinafter referred to as the salmonid window), when likelihood of salmonid occurrence is low. If authorized to do work outside the salmonid window, a biological monitor will be present and work would occur when water is absent or at a shallow depth. No equipment will be authorized to enter the stream channel at any time.

If construction of the detour at the North Fork of East Fork Hayfork Creek would require placing culverts or riprap in the channel, the channel would be maintained but would be slightly constricted from the placement of culverts to maintain stream flow. Instream placement of riprap and culverts and their subsequent removal would likely cause temporary short-term increases in turbidity and has the potential to introduce chemicals. Sediment from construction activities would increase the concentration of fine sediments within the Action Area.

Direct release of sediment or chemical-laden runoff into areas that are occupied by SONCC coho salmon may create displacement or degrade available habitats. Sediment and increased turbidity from construction activities could increase the concentration of fine sediments in spawning streams which could impede egg hatching, feeding, migration, or general use. Hazardous materials and chemicals in the form of gasoline, engine oil, lubricants, or other fluids used during construction activities could also potentially enter Little Creek or the North Fork of East Fork Hayfork Creek as a result of seepage or accidental spills from construction equipment. Accidental discharge of hazardous materials and chemicals could potentially affect fish that may be present in the Action Area by increasing physiological stress, altering primary and secondary production, disrupting prey, and causing direct mortality. During construction, best management practices (BMPs) will be installed and maintained to reduce sediment and chemical laden runoff introductions. These BMPs would help to minimize potential direct effects to the species that may be present in the Action Area or to potentially suitable habitats.

Mitigation Measure #5—In-Stream Work Limitations/Minimization Efforts, Mitigation Measure #6—Replacement of Lost Riparian Habitat, Mitigation Measure #9—Erosion and Sediment Control, Mitigation Measure #10—Prevention of Accidental Spills of Pollutants, and Mitigation Measure #11—Water Pollution Prevention will be used to maintain water quality and reduce impacts to fish to a less-than-significant level.

Fisher. The area immediately within and surrounding the project area may provide limited foraging and dispersal habitat for the fisher although it is not high quality due to the scattered clearings, presence of roads and buildings. In addition, there are no trees with large cavities and other types of deformities, snags, and downed logs that would serve as habitat within the project areas (Jacobs 2015b and 2015c). The habitat in the vicinity of East Fork Road is more suitable due to the coniferous forest. However, the surrounding forest appears to be a seral community with tall, medium-sized diameter trees and lacks old-growth characteristics and structure. In addition, there are numerous openings in the area and it appears as though logging has historically occurred which has led to these openings or younger growth forest stands (Jacobs 2015c). The vicinity along Jordan Road is even less suitable habitat, due to the presence of numerous residences and associated human activities.

Direct effects to fisher resulting from replacing the East Fork Road bridge include vegetation removal within the project area, but it would only occur at the bridge site and would include only shrubs and small trees. No large trees or other habitat components that could serve as habitat are anticipated to be removed. Other potential direct effects from the proposed project to fisher include temporary noise, vibration, and visual disturbance and increased potential for vehicle mortality during construction. These disturbances could directly affect fisher foraging activities during the daytime; however, fishers typically forage at night and no construction would occur at night. Although the ambient noise level within the project area has not been measured, it is assumed to be “very low” (51–60 dB) to “low” (61–70 dB) (Jacobs 2015c). Construction activities may reach or exceed noise levels classified as “high” (81–90 dB) to “very high” (91–100 dB), although pile driving activities may be classified as “extreme” (101–110 dB) (USFWS 2006). No published data regarding auditory thresholds for harassment of Pacific fisher are available. Because harassment is expected to Northern spotted owl at 90 decibels, a similar auditory harassment threshold is assumed for the fisher (Jacobs 2015c).

However, it is anticipated that this would have little effect on the species because the proposed project would be localized, short term, and would not modify the habitat characteristics within or adjacent to the project limits or change existing conditions. While noise, vibration, or visual disturbance could potentially affect fisher, these effects are anticipated to be insignificant and discountable. *Mitigation Measure #3—Fisher and Townsend’s big-eared bat* will be implemented to avoid impacts to this species.

Northern spotted owl. A review of CDFW NSO detection records in the Spotted Owl Observation Data Set from the CNDDDB identified that numerous NSO observations have occurred in the vicinity of both projects (Jacobs 2015b, 2015c). The Spotted Owl Observation Data Set identified three activity centers² (AC) within approximately one mile from Jordan Road site (Jacobs 2015b) and two ACs within less than one mile of the East Fork Road site (Jacobs 2015c). Therefore, NSO are assumed to be present in both project areas, although protocol-level surveys to determine presence/absence have not been conducted.

The area immediately surrounding the Jordan Road site contains potential NSO foraging habitat but would not be considered suitable nesting or roosting habitat (Jacobs 2015b). On East Fork Road, there are possible pockets of low quality nesting and/or roosting habitat, but this is limited by the lack of old-growth forest and low to moderate incidence of trees with large cavities, snags and downed logs, especially in proximity to the project site (Jacobs 2015c).

A minor amount of vegetation would be removed at each the project site, but it would only occur directly adjacent to the roads and bridges and would only include shrubs and small trees. No large trees that could serve as habitat components would be removed. Additionally, tree and vegetation removal will occur between September 1 and January 31 to avoid the NSO breeding season. For these reasons, potential direct effects from the proposed project to NSO are likely limited to temporary noise, vibration, and visual disturbance during construction. Activities that may result in disturbance include the operation of construction equipment and potential pile driving or installing drill shafts at the bridge site. These disturbances could directly affect NSO foraging activities.

If NSOs forage adjacent to the project areas, they could experience increased noise levels from project construction activities combined with ambient noise. However, no nighttime work would occur when foraging activities generally take place so the likelihood that foraging activities would be disrupted is minimal. In addition, pile driving activity effects would be limited and potential impacts to foraging activities as a result of noise and vibration are anticipated to be insignificant and discountable.

NSOs can also be affected by visual disturbances from construction activities. NSOs may be harassed from construction visual disturbances if the project is within 40 meters (131 feet) of the base of a nest tree or suitable habitat (Jacobs 2015b and 2015c). It is unknown if there are any active nests within 40 meters of either project area. However, because the habitat is presumed to

² An activity center is a location or point representing the best of detections, such as nest stands, stands used by roosting pairs or territorial singles, or concentrated nighttime detections. Activity centers are within the core use area and are represented by this central location (USFWS, 2012b).

be foraging and not nesting/roosting, no active nests are anticipated to occur within this range. There may be direct effects to foraging NSOs from visual disturbances, but visual impacts are unlikely because hunting typically occurs at night and construction activities would only occur during daylight hours.

Overall, it is anticipated that impacts from noise, vibration, or visual disturbance would have little effect on the species because the proposed project would be localized and short term, and would not modify the habitat characteristics within or adjacent to the project limits or change existing conditions.

Implementation of *Mitigation Measure #2—Northern spotted owl* will be used to reduce any impacts to this species to a less-than-significant level.

NSO Critical Habitat Determination

Designated NSO critical habitat occurs approximately 3.0 miles northwest of the Jordan Road project area (Jacobs 2015b) and 0.4-mile east of the East Fork Road project area (Jacobs 2015c) and proposed activities are not anticipated to include any vegetation removal or disturbance within or adjacent to the critical habitat area at either site. Therefore, the project would have no effect on NSO designated critical habitat.

Bald eagle and Golden eagle. The project areas may provide suitable habitat for nesting bald eagles, although the absence of open waters or large rivers and the presence of dense forest canopy immediately surrounding the project areas likely preclude use. Bald eagles that are seen or that may occur within the project area are likely in flight or possibly roosting. Although the project areas do not contain many areas of non-forested habitat, patches of open land are present in the region and may provide foraging and nesting opportunities for golden eagle. However, the absence of wide, open landscapes immediately surrounding the project areas may preclude their use.

Construction of the proposed project would include trimming and/or removal of vegetation adjacent to the project. Although vegetation along the project may be removed, raptors are not likely to roost or nest in these trees due to the frequent human disturbance adjacent to the roads. Additionally, no large trees that may support nesting would be removed and the amount of vegetation removal in comparison to the suitable habitat in the surrounding area would be minor. Because trees are not typically used by golden eagles for nesting, and the trees in the project area are not ideal for bald eagle nesting, the project area does not contain suitable nesting habitat for these species. Since the most recent nest locations for bald eagles and golden eagles occur more than 1 mile from either project site, there are unlikely to be impacts to nesting.

Construction-related noise and activity could cause raptors and associated prey species to avoid the areas directly adjacent to the project areas during construction. Visual and noise disturbances from construction may make adjacent habitats less desirable, and could therefore disrupt typical behaviors of individuals that may occupy the area. However, it is anticipated that this would have little effect on these species because the proposed project would be localized and short-term, and would not modify the habitat characteristics within or adjacent to the project limits or change existing conditions. *Mitigation Measure #4-Migratory Birds and Nesting Raptors* will be used to reduce any impacts to bald eagle and golden eagle to a less-than-significant level.

Townsend's big-eared bat. The immediate project areas only contain marginal habitat for the Townsend's big-eared bat due to the presence of the roads and a lack of dense, coniferous forest. However, the project area areas within the mapped range for the species (Jacobs 2015b and 2015c), and suitable habitat components exist in the vicinity of the project due to the presence of mixed coniferous forest, streams, and numerous manmade structures (e.g., sheds, barns, homes, bridges, etc.). The bridges to be removed may provide the substrate and cover for Townsend's roosting; however, because the bridges are comprised mainly of steel, they likely do not provide thermal protection against cold temperatures, which is required for maternity and hibernation sites. No bats or sign of bats were observed during the July field surveys at either site.

There are mines and caves located between five and eight miles west from the East Fork project site. If Townsend's do roost in these mines or caves, it is unlikely they forage in the project area due to these distances. The nearest recorded occurrence is approximately six miles west of the project where 12 individuals were observed in 2000 (Jacobs 2015c).

Potential direct effects from the proposed project to Townsend's big-eared bat include temporary noise, vibration, and visual disturbance during construction. These disturbances could directly affect reproduction and foraging activities. No mines were identified closer than five miles from the project area, although numerous manmade structures (e.g., houses, bridges, sheds, garages, etc.) are in the project vicinity. Though hibernacula and roosting habitat may exist within structures near the project, these habitats or structures would not be affected. Vegetation would be removed within the project area, but would only occur at the bridge site and would include shrubs and small trees. No large trees or other habitat components that could serve as habitat are anticipated to be removed.

Replacement of the bridges would occur as a result of this project, but this activity is unlikely to affect the Townsend's big-eared bat. While the bridges may provide limited roosting, it is unlikely the species uses the bridges because they do not provide suitable maternity or hibernation roosting habitat. It is possible, although unlikely, that the bridges may provide a nocturnal roosting site that could be used during foraging. However, no nighttime work would be conducted and night foraging or roosting would be not disrupted.

Potential disturbances to the species would be temporary noise, visual, and vibration disturbance; however, construction would occur during the day when bats would not be foraging in the area as outlined in *Mitigation Measure #3—Fisher and Townsend's big-eared bat*.

Migratory birds. There is potential for construction-related impacts to migratory birds from the project due to the presence of dense trees, shrubs, and groundcover along the roadway and within the riparian zone. Construction activities are anticipated to result in the removal of habitat components immediately adjacent to the road at the bridge sites to accommodate the bridge replacements. However, the amount of vegetation removed in comparison to the surrounding area would be minimal and habitat would be removed outside of bird breeding season. Additionally, the construction activities could result in noise, visual, and vibrational impacts to individuals if birds are nearby during construction. For these reasons, the project could result in short-term, temporary impacts to this species, but no long-term change in habitat availability for this species or any significant change in the existing condition are anticipated. To reduce any impacts to migratory bird species, implementation of *Mitigation Measure #4—Migratory birds and Nesting raptors* limits

tree removal to outside of the nesting season, or requires a preconstruction survey for active nests within 500 feet of the project area, which would reduce the potential for impacts to this species.

CDFW Species of Concern. The impact discussions above and the mitigation measures stated below would also apply to the state Species of Special Concern that could be present in the project areas. *Mitigation Measure #3—Fisher and Townsend’s big-eared bat.*, stated below, would protect Pallid bats as well as Townsend’s. *Mitigation Measure #4—Migratory Birds and Nesting Raptors* will also be used to reduce any impacts to northern goshawk to a less-than-significant level. Foothill yellow-legged frog, Pacific tailed frog, western pond turtle, steelhead trout and chinook salmon will be protected by *Mitigation Measure #5—In-Stream Work Limitations/Minimization Efforts*, *Mitigation Measure #6—Replacement of Lost Riparian Habitat*, *Mitigation Measure #9—Erosion and Sediment Control*, *Mitigation Measure #10—Prevention of Accidental Spills of Pollutants*, and *Mitigation Measure #11—Water Pollution Prevention* which will be used to maintain water quality and reduce impacts to all aquatic species to a less-than-significant level.

- b) The project will remove a small area of riparian habitat at each bridge site, to facilitate construction of the new bridge, removal of the old bridge, and construction the temporary detour at East Fork Road. Any temporary and/or permanent impacts to riparian wetlands will be reduced by implementing *Mitigation Measure #6—Replacement of Lost Riparian Habitat*, below.
- c) The proposed project would result in permanent and temporary impacts to wetland features under the jurisdiction of the U.S. Army Corps of Engineers, pursuant to Section 404 of the Clean Water Act. All bridges will be designed to clear span the ordinary high water channel, so there will be no bridge piers or abutments permanently placed within waters of U.S. However, there may be rock slope protection placed within the channel for scour protection. At the East Fork site, there are linear riverine wetlands along both sides of the North Fork of the East Fork Hayfork Creek stream channel, approximately 60 feet upstream of the bridge. These two small wetlands, totaling 767 square feet, will likely be avoided.

As bridge design is completed in the future, efforts will be made to avoid or minimize adverse impacts on any jurisdictional wetland features or other sensitive natural community type. Any impact to wetlands or waters of the United States will be subject to a permit from the U.S. Army Corps of Engineers. Any mitigation measures required by the Corps of Engineers will be implemented as part of the project. Mitigation measures for impacts to jurisdictional waters are described under *Mitigation Measure #7—Protection/Replacement of Jurisdictional Waters*, below.

- d) The project area does not encompass any wildlife nursery sites. Wildlife such as the Fisher may use the riparian corridor for migration, but work will be done during the day, when the Fisher is not active. In addition, there is adequate habitat in the surrounding area to support Fisher migration during construction.

Replacement of the three bridges could result in the temporary disruption of fish moving up and downstream. This temporary disruption would be limited to the in-stream construction phase at each bridge site. In-stream work would consist only of placing rock slope protection along the

bank, placing a temporary culvert in Adams Creek for the detour and demolishing the existing bridges. If the streams are flowing, this work would be isolated from the flowing stream by placing barriers between the flowing stream and the bank where the work is taking place, or, in the case of the temporary culvert, diverting the stream through a pipe for a short period (a few hours) until the pipe is in place, and again when the pipe is removed. Streams, if naturally flowing, would continue to flow at all times. Following in-stream work, the stream channels would be restored to pre-construction contours. Therefore, in-stream movement corridors following completion of the project would not be significantly different from existing conditions.

Evidence of previous migratory bird nesting activity was not observed on the underside of either of the existing bridges by wildlife biologists during biological reconnaissance surveys conducted in association with writing of the BA/BE. MBTA species may, however, use adjacent riparian habitat for foraging and/or nesting. Mitigation for MBTA species is described in the “Mitigation Measures” section, below (*Mitigation Measure #4—Migratory Birds and Nesting Raptors*). Mitigation for impacts to riparian corridors is discussed in *Mitigation Measure #6—Replacement of Lost Riparian Habitat*.

- e) Currently, there are no local policies or ordinances specific to biological resources that cover the project study area.
- f) Currently, there are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plans that cover the project study area.

Mitigation Measures

Mitigation Measure #2—Northern spotted owl

- Construction shall occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset).
- Vegetation removal shall occur between September 1 and January 31, outside of the northern spotted owl breeding season (February 1 through August 31) provided “no take” guidelines are adhered to for all known spotted owl home ranges within 1.3 miles of the project area.
- No proposed activity generating sound levels 20 or more dB above ambient sound levels or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB (excluding vehicle back-up alarms) may occur within 0.25 mile (1,320 feet) of suitable spotted owl nesting/roosting habitat during the majority of the nesting season (i.e., February 1 to July 9). These above-ambient sound level restrictions will be lifted after July 31; after which the Service considers the above-ambient sound levels as having “no effect” on nesting spotted owls and dependent young.
- No human activities shall occur within a visual line-of-sight of 40 meters (131 feet) or less from any known nest locations within the action area

Mitigation Measure #3—Fisher and Townsend’s big-eared bat

- Constructing activities shall not occur beyond the project limits (project area).
- The clearing and grubbing of riparian vegetation shall be minimized to greatest extent practicable.
- Construction shall occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset).

Mitigation Measure #4—Migratory birds and Nesting Raptors

- The removal of vegetation within the project limits shall occur between September 1 and January 31 to avoid the bird breeding season. If vegetation must be removed during the breeding season (February 1 through August 31), a preconstruction survey for active nests (i.e., nest in the process of being constructed or in use) within the project limits shall be conducted. If an active non-raptor nest is found, a 50 foot avoidance buffer area shall be installed around the nest. If an active raptor nest is found, a 500 foot avoidance buffer area shall be installed around the nest. No work shall occur within these buffer areas and they shall be maintained and kept in working order until the nest is no longer active as determined by a qualified biologist. A qualified biologist shall be present during construction to monitor the nest(s) and may stop construction if it is determined that the construction activities are resulting in disturbance to the nest. In the event of the take of a nest, the USFWS shall be notified within 24 hours. The fencing shall be removed after construction has been completed.

Mitigation Measure #5—In-stream Work Limitations/Minimization Efforts

- All instream work (this includes, but is not limited to, construction and removal of any coffer dams that may be needed for bridge abutment construction, removal of existing bridge support structures, the driving and removal of pilings for any temporary support structures that may be necessary, and riprap placement below the ordinary high water mark) conducted within any stream or wetland area should be kept to the absolute minimum amount necessary. No construction equipment should be allowed to operate within the active channel of any stream unless otherwise permitted to do so.
- All in water work will occur within the salmonid window (June 1—October 15) unless through consultation with the appropriate agencies, written authorization to work outside this window is granted. If authorized, all work outside of the salmonid window will occur under the supervision of an approved biological monitor. Work outside of the salmonid window will take place when water is absent or at a shallow depth, whenever possible. All construction-related work within waterways will be done in accordance with the following regulations; Section 404 and Section 401 of the Clean Water Act.
- If it is necessary to conduct instream work, the workspace shall be isolated to avoid construction activities in flowing water. The proposed project shall allow fish passage through the project area. When the creek is flowing upstream and downstream of the project area, adequate water depth and channel width must be maintained at all times for fish passage. Prior to construction activities, the workspace would be isolated from flowing water to prevent sedimentation and

turbidity and avoid impacts to fish. The diversion shall remain in place during the Project and be removed immediately after work is completed in a manner that would allow flow to resume with the least disturbance to the substrate.

- Pile driving or drill shafts will be completed during the same salmonid window (June 1–October 15) unless through consultation with the appropriate agencies and written authorization to work outside this window is granted.
- To the maximum extent practical, the existing bridges will be disassembled and removed without pieces being allowed to fall into the streams. If portions of the existing bridge do fall into a stream during demolition, they will be removed from the stream without dragging the material along the streambed.

❖ ***Dewatering***

- If dewatering within the open waters of Little Creek or the North Fork of East Fork Hayfork Creek is required, either a pump shall remove water to an upland disposal site, or a filtering system shall be used to collect the water and return clear water to the creek. The pump intake shall be fitted with a fish exclusion device that meets the National Marine Fisheries Service (NMFS) fish screening criteria. This includes openings that are no bigger than either 3/32 inch or 1/4 inch depending on the presence of fry or fingerling salmonid juveniles.
- If a filtering system is used to collect water and return clear water to the creek, a waste discharge permit will be obtained from the Regional Water Quality Control Board.
- Water drafting will be done in accordance with NMFS Southwest Regions *Water Drafting Specifications* (2001).

❖ ***Presence of Biologist during Dewatering***

- An approved biological monitor will be onsite during all in-water construction activities outside of the salmonid window. The biological monitor shall be approved prior to work. Biological monitors will be notified in advance of all work activities and locations and scheduled to be onsite as required during in-water activities. If the biologist has requested work stoppage because of a listed species, work will stop, and the agencies will be notified immediately for guidance on how to proceed.
- If dewatering is required outside of the salmonid window, the approved biological monitor shall salvage individuals should they be present. Fish shall be netted, placed in a bucket of water, and immediately moved to a downstream portion of the creek. Records of species, relative size, and number of individuals shall be kept. Periodic checks of the work area shall occur to ensure that fish have not re-entered the work area.

❖ ***Placement of Non-toxic Structures in Streams***

- All materials placed in the creek such as pilings and retaining walls, shall be non-toxic. Any combination of wood, plastic, cured concrete, steel pilings, or other materials used for in-channel structures shall not contain coatings, treatments, or consist of substances deleterious to aquatic organisms that may leach into the surrounding environment in amounts harmful to aquatic organisms.

Mitigation Measure #6—Replacement of Lost Riparian Habitat

- Do not disturb the area beyond the construction limits. Replace trees, shrubs, or vegetated areas damaged by construction operations as directed by the Contracting Officer (CO).
- Do not damage vegetation designated to remain. If damage occurs, repair or replace the vegetation in an acceptable manner. Where possible, preserve vegetation adjacent to bodies of water. Treat cuts or scarred surfaces of trees and shrubs with tree wound dressing.

Mitigation Measure #7 –Protection/Replacement of Jurisdictional Waters

- To the extent practicable, the discharge of dredged or fill material into “waters of the U.S.,” including wetlands, shall be avoided (this also includes waters not subject to U.S. Army Corps of Engineers jurisdiction, but subject to Regional Water Board jurisdiction).

Because complete avoidance is not feasible due to the need for the placement of abutments and rock slope protection, the following measures shall be implemented:

- Comply with the terms and conditions of any permits that are issued for the performance of work within the jurisdictional waters of the U.S., including Section 404 permits and Section 401 water quality certifications.
- Construction activities that will impact “water of the U.S.” shall be conducted during the dry season (June 15 to October 15) to minimize erosion.
- Do not operate equipment or discharge material within the boundaries of wetlands and the waters of the United States as defined by the federal and state regulatory agencies. Permits are issued by the U.S. Army Corps of Engineers according to 33 USC § 1344 and delegated by the agency having jurisdiction. If an unauthorized discharge occurs:
 - (a) Prevent further contamination;
 - (b) Notify appropriate authorities and the Contracting Officer (CO;) and
 - (c) Mitigate damages.
- Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material.
- Do not revise terms or conditions of permits without the approval of the issuing agency.

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

Discussion of Impacts

a-d) Cultural resources investigations conducted to complete the *Cultural Resources Assessment for Jordan Road Bridge* (Jacobs 201h) and *Cultural Resources Assessment for East Fork Road Bridge* (Jacobs 2015i) did not result in the identification of any intact cultural resources, including archaeological deposits or historic resources. No buildings or structures eligible for listing in the NRHP were observed within the Area of Potential Effect (APE³). No cultural resources were observed or identified during the pedestrian survey.

Although no impacts to known cultural resources are anticipated, currently undetected cultural resources or evidence of human remains could be exposed during project excavation activities. Such an impact would be considered significant. *Mitigation Measure #8 – Cultural Resources* will be incorporated into the contract specifications to reduce any potential impacts to cultural resources to a less-than-significant level.

Mitigation Measure #8—Cultural Resources

Do not excavate, remove, damage, alter, or deface any archeological or paleontological remains or specimens. Control the actions of employees and subcontractors on the project to ensure that

³The APE includes all locations potentially subject to project-related ground-disturbing activities and the boundaries are synonymous with the project area as described in Section 3.0. The APE includes the existing bridge, as well as other project elements (e.g., bridge approaches, existing road, and 75 feet on either side of centerline).

protected sites are not disturbed or damaged. Should these items be encountered, suspend operations at the discovery site, notify the Contract Officer (CO) and continue operations in other areas. The CO will inform the Contractor when operations may resume at the discovery site.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Would the project result in disturbance of ultra-mafic rock or soils potentially containing naturally occurring asbestos?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

a,c,d) The project sites are not located within an Alquist-Priolo Earthquake Fault Zone, and no active faults pass through any of the project sites. A geotechnical study has not yet been completed for the project. Final design will include a complete geotechnical study to determine the most

appropriate foundation for the bridges, considering the potential for seismic shaking, liquefaction, settling, subsidence, expansion, landslides and erosional scour. Bridges will be designed in accordance with current seismic and structural design standards for the State of California.(Jacobs 2015a).

- b) The most recent National Resources Conservation Service (NRCS) soil survey that covers the project sites on Jordan Road and East Fork Road was obtained from the Web Soil Survey (WSS) website by Jacobs Engineering (Jacobs 2015f and 2015g). Table 2, below summarizes the soil types identified in the general project vicinity. A copy of the full WSS resource report generated for this project area and vicinity has been included in Appendix A of the Wetland Delineation Reports (Jacobs 2015f and 2015g).

TABLE 2: SOILS OF THE GENERAL PROJECT AREA AND VICINITY

	Soil Unit Name	Hydric
Jordan Road at Little Creek Bridge	Atter-Dumps, Dredge Tailings-Xerofluvents Complex, 2-9 percent slopes.	Yes (xerofluvents component)
	Bamtush-Brownbear-Weaverville Complex, 30 to 75 percent slopes.	No
	Browns Creek-DougCity Complex, 30-50 percent slopes.	Yes (xerofluvents component)
	Demogul Gravelly Loam, 50 to 75 percent slopes.	No
	Haysum Gravelly Loam, 5-9 percent slopes.	Yes (xerofluvents component)
	SheetIron Variant-Dedrick Complex, 50-75 percent slopes.	No
	VanVor-Hoosimbim Complex, 30-50 percent slopes.	No
East Fork Road at North Fork of East Fork Hayfork Creek Bridge	Brader family, 40 - 60 percent slopes.	No
	Holland, deep-neuns families complex, 40 - 60 percent slopes	No
	Secca family, 20 - 50percent slopes.	No

Soils in the vicinity of the Jordan Road Bridge have severe erosion potential. The erosion potential of soils along the North Fork of the East Fork of Hayfork Creek is moderate. These soils have low to moderate erosion potential (USDA 1993). Disturbance of soils during construction has the potential to cause erosion. Mitigation Measure #9—Erosion and Sediment Control, below, includes measures to be incorporated into the construction specifications of each project to reduce erosion potential to less than significant levels.

- e) The proposed bridge replacements would not require the installation of septic tanks or alternative wastewater disposal systems.
- f) Soils at the East Fork site are primarily derived from sedimentary rocks, or, in the case of the Holland Family, diorite or granitic rocks, which are not ultramafic and would not generate

serpentinite soils (USDA 1993). At Jordan Road, however, the Bamtush-Brownbear-Weaverville formation and the VanVor-Hoosimbim Complex are derived from metavolcanic rocks which could form serpentinite soils (USDA 1998).

Disturbance of these soils may generate airborne asbestos fibers. Dust control measures listed above in *Mitigation Measure #1—Air Quality/Fugitive Dust Control* will serve to reduce exposure to airborne asbestos to less than significant levels. In addition, if the geotechnical studies indicate the presence of ultramafic rock and/or serpentinite soils, CFLHD will notify the North Coast Air Quality Management District of construction in Naturally Occurring Asbestos, in accordance with the Asbestos Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying and Surface Mining Operations in Naturally Occurring Asbestos (ACTM 2002-07-29) and comply with any additional requirements placed on the project by the Air Resources Board.

Mitigation Measures

Mitigation Measure #9—Erosion and Sediment Control

- For projects disturbing more than one acre of land a Stormwater Pollution and Prevention Plan (SWPPP) must be prepared and implemented. For sites where a SWPPP is not required, an Erosion Control Plan must be prepared and implemented. Perform erosion and sediment control according to the source development plan and the “Storm Water Pollution Prevention Plan (SWPPP)” or “Erosion Control Plan”.
- Activities that increase the erosion potential within the project area shall be restricted to the relatively dry summer and early fall period (approximately May 15 to November 15) to the maximum extent practicable to minimize the potential for rainfall events to transport sediment to Little Creek, North Fork of the East Fork and East Fork of Hayfork Creek and other surface water features. If these activities must take place during the late fall, winter, or spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until permanent erosion control measures are in place (e.g. successful revegetation).
- Apply turf establishment to finished slopes and ditches within 14 days after completion of construction on a portion of the site. Protect and care for seeded areas including watering when needed. Repair or apply supplemental applications of seed, mulch, fertilizer, and water as many times as needed until turf is established or final acceptance.
- Before grubbing or grading construct sediment controls around the perimeter of the project including filter barriers, diversion, and settling structures.
- Limit the combined grubbing and grading operations areas to 8 acres (3.2 hectares) of exposed soil at one time.

- Construct and implement soil erosion and sediment control measures as follows:
 - a) Construct temporary controls in incremental stages as construction proceeds;
 - b) Construct temporary slope drains, diversion channels, and earth berms to protect disturbed areas and slopes;
 - c) When a soil disturbing activity within a portion of the project is complete, apply permanent measures to the finished slopes and ditches within 14 days;
 - d) When a soil disturbing activity within a portion of the project has temporarily ceased, apply temporary measures within 14 days;
 - e) Construct outlet protection as soon as culverts or other structures are complete;
 - f) Construct and maintain soil erosion and sediment controls on and around soil stockpiles;
 - g) Following each day's grading operations, shape earthwork to minimize and control erosion from stormwater runoff; and
 - h) Maintain stabilized construction exits to minimize tracking of soil onto existing roads.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) Construction of the proposed two bridge replacement projects would generate greenhouse gas (GHG) emissions, primarily carbon dioxide (CO₂). The riparian vegetation that would be removed as a result of project implementation would also generate CO₂ emissions as a result of its absence. However, revegetation included as part of the project would create a net offset of CO₂ emissions, and, upon completion of the new bridge and roadway approaches, there would be no change from the existing volume of GHG emissions generated by vehicle use of Jordan or East Fork Road.

While the project’s GHG emissions would be measurable, they would be limited to the project construction period and would not be significant.

- b) The North Coast Unified Air Quality Management District has not adopted a plan, policy, or regulation for reducing GHG emissions. The State of California has adopted several regulations related to GHG emissions reduction. These include efforts to reduce tailpipe emissions and diesel exhaust that result fuel combustion engines. Project operations would adhere to statewide efforts aimed at minimizing GHG emissions.

Mitigation Measures

No project-specific mitigation is required under this subject.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
VII. HAZARDS AND HAZARDOUS MATERIALS —				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) East Fork Road and Jordan Road may be currently used for the transport of potentially hazardous materials. The proposed project would improve the safety of the road, but would not increase capacity or the frequency of hazardous waste transport within the project area.

- b) Construction and operation of the proposed Jordan Road and East Fork Road Bridge Replacements Project would involve the use of hazardous materials (i.e., petroleum-based fuels) and, therefore, could expose the environment, specifically Little Creek and North Fork of East Fork Hayfork Creek, to significant hazards. Construction specifications shall include the measures described in *Mitigation Measure #10—Prevention of Accidental Spills of Pollutants* (below) to reduce potential impacts associated with accidental spills of pollutants (i.e., fuel, oil, grease, etc.) on vegetation and aquatic habitat resources within the project action area.
- c) The closest school (i.e., Douglas City Elementary) is located over 5 miles from the Little Creek Bridge. The closest school to the North Fork of East Fork Hayfork Creek Bridge is over 10 air miles away in Hayfork. The proposed project is not expected to generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d) Based on existing and past land uses, the project site is not known to support a listed hazardous materials site. Trinity County Department of Environmental Health has no record of any hazardous materials incidents at either of the two bridge sites (Peter Hedtke, Pers. Comm February 2015).
- e,f) The project sites are not located within the airport land use compatibility plan for the Hayfork Airport (Trinity County ALUC, November 2009), nor is either located within 2 miles of a public or private airport or airstrip. The project would not result in an air or ground safety hazard to the public.
- g) During construction of the bridges, the existing bridges or temporary water crossings will provide vehicular access through the project area. Traffic would be controlled by flag people, and emergency vehicles would be allowed through immediately. The project is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because vehicular access will be maintained. After construction, emergency access will be improved by replacing the structurally deficient bridges with new, more reliable ones. At Jordan Creek, due to the number of residences beyond the bridge, Cal Fire's Fire Safe Standards require either a two-lane bridge, or a single-lane bridge to allow vehicles to pull over and wait their turn to cross the bridge. (Kyle Johnson, Pers comm, September 2015). Because the impact to adjacent property would be similar for either the turnouts or a bridge, the two-lane bridge is considered preferable at this site.
- h) According to the Fire Hazard Severity Map created by the California Department of Forestry (Trinity County 2002a), both sites are located in very high fire hazard severity zones. Replacement of the existing bridge structures with the bridges proposed by this project would not increase threats to humans from wildfire. As mentioned above, vehicular access will be maintained through the project area during construction. After construction, the new bridge will improve evacuation and access for emergency vehicles with greater load capacity and a wider bridge deck to accommodate emergency vehicles. The additional lane proposed for the Little Creek Bridge will accommodate evacuees and emergency vehicles simultaneously.

Mitigation Measures

Mitigation Measure #10—Prevention of Accidental Spills of Pollutants

Construction specifications shall include the following measures to reduce potential impacts associated with accidental spills of pollutants (i.e., fuel, oil, grease, etc.) to vegetation and aquatic habitat resources in the project area:

- A Spill Prevention, Control, and Countermeasure (SPCC) Plan is required by FHWA standard specifications. The SPCC must be submitted to the Engineer at least two days before beginning work. The SPCC shall describe preventative measures including the location of refueling and storage facilities and the handling of hazardous material, and the actions to be taken in case of a spill.
- Equipment shall not be operated, and materials shall not be discharged, within the boundaries of wetlands and waters of the United States. Forging of running streams with construction equipment will not be allowed. Temporary bridges or culverts shall be used whenever crossing of the creek is necessary.
- Do not use equipment with leaking fluids. Repair equipment fluid leaks immediately. Keep absorbent material manufactured for containment and cleanup of hazardous material on the job site.
- Machinery servicing and refueling areas shall be located away from streambeds and washes to reduce the possibility and minimize the impacts of accidents spills or discharges.
- Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material
- If an unauthorized discharge occurs, the contractor is to:
 1. Prevent further contamination
 2. Notify appropriate authorities, including the Contracting Officer (CO) and Cal EMA (800) 852-7550
 3. Mitigate damages

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
VIII. 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 should 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a) Construction and operation of the proposed project will not violate any water quality standards or waste discharge requirements set forth by the North Coast Regional Water Quality Control Board. Water pollution control measures will be incorporated into the project design, as required by FHWA Standard Specifications and by *Mitigation Measure #9—Soil Erosion and Sedimentation Control* and *Mitigation Measure #10—Prevention of Accidental Spills* stated previously. Further mitigation to prevent sediment and other debris from discharging to water bodies is included below as *Mitigation Measure #11 – Water Pollution Prevention*. Additionally, project activities would comply with the requirements set forth in a Storm Water Pollution Prevention Plan and a 401 Water Quality Certification, which are both required by the Regional Water Board prior to project implementation.
- b) Construction and operation of the proposed project would not require the use of local groundwater supplies, and would therefore not deplete groundwater supplies. Additionally, there would be no net change in local aquifers or the local groundwater table as a result of the project.
- c) Construction activities associated with the proposed project are not anticipated to alter the existing drainage pattern of the site or area in a way that would result in erosion and sedimentation downstream. The natural courses of the creeks will not be realigned. Construction will occur when the streams are dry or at low flows. Once construction is complete, the creek beds and banks where the old bridges are removed will be restored to their natural grades.
- d) The proposed project would not substantially alter the existing drainage pattern of the proposed project sites, or substantially increase runoff. The roads will be resurfaced after construction with materials similar to the road surfaces already present (asphalt pavement at Jordan Road, base rock at East Fork Road). The approach roads and bridge decks will be slightly wider than in the existing condition, but this minor increase in impermeable surface would not substantially increase the rate or amount of surface runoff to the point where it would result in flooding.
- e) Widening the bridge structures slightly would increase the amount of impervious surface within the project study area. The additional surface area would result in a slight, but less-than-significant, increase in storm water runoff. There are no storm water drainage systems near any of the sites. Water flows naturally over land or in ditches or swales, to the creeks. The widening of these bridges will not substantially change the runoff patterns of either creek.
- f) Construction and operation of the proposed Jordan Road over Little Creek Bridge or the East Fork Road over North Fork of East Fork Bridge would involve construction activities and the use of hazardous materials (i.e., petroleum-based fuels) in and adjacent to waterways. These project activities could degrade water quality in Little Creek or the North Fork of the East Fork of Hayfork Creek. Water pollution control measures have been incorporated into the project description and will be included in the construction contract pursuant to FHWA Standard Specifications. Erosion control measures will be implemented during construction of the

proposed projects in accordance with Mitigation Measure #9—*Erosion and Sediment Control*. Other pollutants will be prevented from entering the creeks by Mitigation Measure #10—*Prevention of Accidental Spills of Pollutants* stated above, and Mitigation Measure #11 – *Water Pollution Prevention*, stated below.

- g) The project does not include the construction of new housing within a flood hazard area.
- h,i) A design level hydraulic study will determine the most probable 100- and 50-year flood flows based on the existing bridge configuration, as well as the proposed configurations. The proposed bridge configurations will be designed to pass, at a minimum, the calculated 50-year flood plus two additional feet of clearance for debris. This will be an improvement over the hydraulic capacity of the existing bridges. Therefore, the project will reduce the risk of flooding or impeding or redirecting flood flows.
- j) The project sites are not within range of a possible tsunami, mudflow, or seiche. The project will not result in an increased risk of inundation from any of these sources.

Mitigation Measures

Mitigation Measure #11—Water Pollution Prevention

Construction specifications shall include the following measures to reduce the potential for sediment and other debris to discharge from the project sites into adjacent creeks in the project area:

- Construct silt fence, berms, and fiber rolls and socks to reduce the velocity of runoff to allow sediment to settle.
- When soil erosion and sediment control measures are not functioning as intended, take corrective action to eliminate or minimize pollutants in stormwater discharges from the project.
- Construct sediment retention structures of the following types:
 - (a) Temporary sediment traps. Construct temporary sediment traps to detain runoff from disturbed areas and settle out sediment. Provide outlet protection.
 - (b) Sediment basins. Construct sediment basins to store runoff and settle out sediment for large drainage areas. Provide outlet protection.
- During bridge removal, construct structurally adequate debris shields to contain debris. Do not permit debris to enter waterways, travel lanes open to public traffic, or areas designated not to be disturbed.

Implementation of *Mitigation Measure #9—Soil Erosion and Sedimentation Control* and *Mitigation Measure #10—Prevention of Accidental Spills* will also serve to prevent degradation of water quality.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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IX. 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 communities conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion of Impacts

- a) The proposed Jordan Road over Little Creek and East Fork Road over North Fork of East Fork Hayfork Creek Bridge Replacements Project involves the replacement of existing bridge structures over two different creeks and would not divide any established communities. The primary purpose of the project is to replace bridges that have been designated as functionally and structurally obsolete by FHWA in order to provide a safe crossing over Little Creek and North Fork of East Fork Hayfork Creek.
- b) Construction of the proposed project is consistent with the Trinity County General Plan. The following discussion analyzes the consistency of the proposed project with the Trinity County General Plan. Because this is a transportation project, the analysis focuses on the applicable goals and objectives of the Circulation Element of the General Plan.

The overall transportation goal of the Circulation Element of the General Plan is to “focus on providing maintenance and safety improvements for the existing roadway system” (Trinity County 2002b). As discussed in the Project Description (Chapter 2), the replacement of the existing Little Creek and North Fork of East Fork Hayfork Creek Bridges would be implemented for safety improvement purposes. Therefore, the proposed project is consistent with the overall goal of the Circulation Element of the General Plan.

The proposed project is consistent with Transportation System Goal 1, which includes “provid[ing] for long-range development of the county’s roadway system that ensures safe and efficient movement of the people and goods, meets environmental and circulation objectives, and implements funding strategies for construction, improvement, and maintenance of existing roadways”. Replacement of the structurally deficient bridges would ensure the safe movement of people and goods. Project design and mitigation measures address local, state, and federal environmental and circulation objectives (Objective 1.5; Policy 1.5A-C). Additionally, funding

safety improvements to existing county roads is identified as a high priority of transportation project funding (Objective 1.10; Policy 1.10A).

The proposed bridge replacements project will not conflict with existing land uses, or any potential uses of the properties on which they are located that are consistent with the General Plan designations and zoning of those properties (Agricultural at Little Creek; Resource at East Fork). Therefore, the project is also consistent with applicable goals, objectives, and policies of the Trinity County Land Use element (Trinity County 1988), as well as the Open Space and Conservation element (Trinity County 1978) and the Housing Element (Trinity County 2003b).

- c) Currently, there are no adopted HCPs, NCCPs, or other approved habitat conservation plans that cover the project study area.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist 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"/>

Discussion of Impacts

a,b) Neither the Jordan Road project study area nor the East Fork project area have been designated by the State Geologist or the County as having important mineral resources. Mining does not occur at either location. There was a previous gravel mine on East Fork Road west of the bridge, but that is no longer operating and currently mining activities do not occur at this location. It is unlikely that either project site would be considered an important mineral resource.

However, if minerals were discovered beyond the bridges on Jordan Road or East Fork Road, the new bridges would facilitate mineral extraction by providing safer bridges with higher load ratings.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
XI. NOISE — Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport of 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"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a) Noise from construction and operation of the proposed Little Creek Bridge and North Fork of East Fork Hayfork Creek Bridge Replacements Project is not anticipated to exceed standards established in the Noise Element of the General Plan (Trinity County 2003a). The Noise Element does not set standards for temporary construction noise. Policy 4.2.2. States “Noise created by new transportation noise sources shall be mitigated so that resulting noise levels do not exceed 60 dB at outdoor activity areas on residential properties, or 45 dB inside residences.” Since the proposed project would not result in a noticeable increase in traffic volume, there would not be any long-term increase in ambient noise at the adjacent residences.
- b) Construction activities occurring near residences close to either bridge may expose users to short-term noise. The type of bridge foundation has not yet been selected. If bedrock is not close to the surface, driven or drilled piles may be used for the foundation. Pile driving could result in high, percussive noise levels and groundborne vibrations for a few days. Pile driving activities would not be expected to take longer than eight days, potentially spread over the

course of two or three weeks. *Mitigation Measure #12 – Construction Noise*, stated below, will limit pile driving to weekdays, daylight hours only.

- c,) The proposed project is not anticipated to result in a permanent increase in ambient noise because traffic levels would not increase as a result of the project.
- d) Construction associated with the project could generate temporary ambient noise that is discernibly higher than existing noise levels within the project area. Construction would be ongoing for approximately 4 to 6 months spread over one or two summer construction seasons. Construction activities that generate noise (operating equipment) will be scheduled during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset), Monday through Saturday, as required by *Mitigation Measure #12*, stated below.
- e,f) Neither project site is located within two miles of a public airport or within the County's Airport Land Use Compatibility Plan (Trinity County ALUC 2009), or within the vicinity of a private airstrip.

Mitigation Measures

Mitigation Measure #12—Construction Noise

Construction specifications shall include the following measures to reduce potential impacts associated with construction noise:

- Construction activities that involve running of motorized equipment shall be limited to daylight hours (1/2 hour after sunrise to 1/2 hour before sunset), Monday through Saturday. Pile driving shall not be conducted on Saturdays.
- Each internal combustion engine used for any purpose on the job shall be equipped with a muffler of a type recommended by the manufacturer.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
XII. 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"/>

Discussion of Impacts

- a) Replacement of the existing bridges over Little Creek and North Fork of East Fork Hayfork Creek with new bridges would not induce substantial population growth in the nearby communities of Douglas City (near Jordan Road), Wildwood, or Hayfork (the communities closest to East Fork Road). The project will not increase traffic capacity or extend road access beyond what is available without the project. It would improve traffic safety on Jordan Road where it crosses over Little Creek and on East Fork Road where it crosses over North Fork of East Fork Hayfork Creek.
- b) Existing housing within the communities of Douglas City, Wildwood, and Hayfork will not be displaced by the project and no replacement housing would be required.
- c) No people would be displaced as a result of the proposed project and no replacement housing would be required.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XIII. PUBLIC SERVICES — Would the project:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Discussion of Impact

- a) The proposed Jordan Road at Little Creek East Fork Road and East Fork Road at North Fork of East Fork Hayfork Creek Bridge Replacements Project would have no effect on public resources, including fire protection, police protection, schools, parks, and other public facilities. The proposed bridges would provide improved, safer road approaches and bridges across Little Creek and North Fork of East Fork Hayfork Creek. During construction of the replacement bridges, traffic would be routed over the existing bridges or over temporary water crossings adjacent to the replacement bridges. No adverse effect on service ratios, response times, or service objectives for any of the public services is anticipated.

Replacement of the one-lane bridge on Jordan Road with a two-lane structure will improve fire protection by allowing residents to evacuate while fire vehicles are entering the area, as recommended the Cal Fire and the County’s Fire Safe Standards. This is a beneficial effect of the project.

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

Discussion of Impacts

- a) Jordan Road provides access to mostly privately owned properties in a rural residential area. East Fork Road provides access to rural residential properties and to lands included in the Shasta-Trinity National Forest (STNF) and the Chancelulla Wilderness. The proposed project would not increase the level of use at existing recreational facilities in the STNF or the Chancelulla Wilderness Area.
- b) No recreational facilities would be constructed as part of the project.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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XV. 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion of Impacts

- a) The proposed project is consistent with the Circulation Element of the General Plan (Trinity County 2002b). The project would not conflict with any plans or policies establishing performance measures for any components of the County’s circulation system, because it is not anticipated to increase either the number of vehicle trips or vehicle miles traveled in the region.
- b) The primary purpose of the proposed project is to provide for safer traffic circulation. There is a potential for minor delays during construction. However, there would not be a lowered level of service during the construction phase of the project, as traffic would be routed over the existing bridges or over temporary water crossings. Based on current traffic levels in the vicinity, increased congestion along Jordan Road and East Fork Road within the vicinity of the

bridge crossings is not expected to occur during the construction phase of the project. This impact would be temporary and less than significant.

- c) The proposed project would not result in a change in air traffic patterns.
- d) The proposed project would not result in the creation of sharp curves, dangerous intersections, or incompatible uses. The project is designed to provide an improved alignment and safer bridges across Little Creek and North Fork of East Fork Hayfork Creek.
- e) During construction of the replacement bridges, traffic would be routed over existing bridges or over temporary water crossings. Stop signs during non-construction times and flagging during construction is anticipated. Emergency vehicles arriving at the scene would be allowed to pass through immediately. No adverse effect on emergency access is anticipated.
- f) The proposed project would not be in conflict with any adopted plans, policies, or programs that support alternative transportation such as bicycle or pedestrian facilities. Bicycle lanes will not be designated on the bridges, but the bridge over Little Creek will have two one-foot shoulders, and the bridge on East Fork Road will have a single 16-foot wide travel lane. The wider bridges could accommodate bicycle or pedestrians on the bridge at the same time as a motor vehicle, increasing the performance and safety of non-motorized travel.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
XVI. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) The proposed project does not include a wastewater treatment component. Therefore, there would be no impact.
- b) Construction and operation of the proposed project would not necessitate the construction of a new water or wastewater treatment plant, nor would it require the expansion of existing treatment facilities.
- c) Construction and operation of the proposed project would not require new facilities or alterations to existing storm water facilities. The proposed project profile would provide sufficient gradient for drainage of roadway and bridge surfaces. There are no stormwater

facilities at any of the bridge sites. It is anticipated that roadway and bridge deck drainage will flow to adjacent vegetated areas and then either flow into the creek or infiltrate into the ground.

- d) The project will not use water after construction. However, a private well may be impacted by bridge construction and will need to be re-located. Well re-location costs would be borne by the project as part of right-of-way negotiations. The parcel has existing riparian rights, and the replacement well would not serve additional parcels, so no new or expanded water entitlements would be required for the proposed project.
- e) The proposed project would not generate wastewater and would not result in a change to existing demand for wastewater treatment.
- f) Construction activities associated with the proposed project could generate solid waste in the form of demolished materials, form wood, and other trash. Solid waste generated at the project site will likely be disposed of at the Redding Landfill. The proposed project is not likely to generate solid waste in amounts that would adversely affect the existing capacity of the local landfill. The contractor will be responsible for removing the existing bridge from the site and disposing of it properly.
- g) Any solid waste generated by the proposed project would be disposed of at an approved landfill, in compliance with local, state, and federal regulations pertaining to solid waste disposal.

	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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**XVII. MANDATORY FINDINGS OF SIGNIFICANCE
(To be filled out by Lead Agency if required)**

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) Construction related disturbance, especially in-channel work and disturbance of riparian habitat, could affect air quality, special-status wildlife species and their associated riparian or aquatic habitat, water quality, and soils. Species that could be affected by the project are Northern spotted owl, fisher, Townsend’s big-eared bat, bald eagle, golden eagle, and avian species included in the Migratory Bird Treaty Act. Mitigation measures have been incorporated into the proposed project (see Chapter 4) to address impacts on air quality, affected special-status wildlife species and the associated riparian and aquatic habitat, water quality, and soils. Cultural resources are not likely to be affected. However, because there is a potential to impact previously undiscovered cultural resources or human remains during project activities, mitigation measures have been incorporated into the proposed project to ensure protection of previously undiscovered cultural resources and human remains (Chapter 4).
- b) The project would include improvements to an existing transportation system by replacing two existing bridge structures with two new bridges. The project would not introduce new development into a previously undeveloped area. The project site is near resource and rural residential uses. Existing land uses will be maintained. Impacts associated with the project would be limited to the short-term construction phase for the most part and can be fully

mitigated for at the project level. As a result, cumulative impacts are considered to be less than significant.

- c) The proposed Jordan Road at Little Creek Bridge and East Fork Road at North Fork of East Fork Hayfork Creek Replacements Project, particularly during the construction phase, could result in a variety of impacts on human beings. Potential adverse effects on adjacent residential areas near the project sites on Jordan Road and East Fork Road are related to temporary increase in noise and decreases in air quality and water quality resulting from construction activities. At Jordan Road, the well at one residence will need to be relocated, with project funds. Chapter 4 contains mitigation measures that will be implemented to avoid or minimize potentially adverse effects to humans generated by the construction and operation of the proposed project.

Chapter 4 Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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.
- 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

Richard Tippett, Director

Trinity County Planning Department

4.1 SUMMARY OF MITIGATION COMMITMENTS

Trinity County and FHWA-CFLHD are committed to implementing the following mitigation measures during construction of the Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo Creek Bridge Replacements Project:

Air Quality

Mitigation Measure #1—Air Quality/Fugitive Dust Control

The FHWA -CFLHD shall include provisions in the construction bid documents that the contractor shall implement a dust control program to limit fugitive dust emissions. The dust control program shall include, but not be limited to, the following elements, as appropriate and outlined in FHWA Standard Specifications:

- Provide an adequate water supply and apply water uniformly across the traveled way as necessary to control dust. Uniformly apply water using pressure-type distributors, pipelines equipped with spray systems, or hoses with nozzles.
- Control dust within the construction limits as necessary including nights, weekends, and periods of non-work when the project is open to public traffic. When the project is not open to public traffic, control dust in areas of the project that have adjacent residences or businesses. Control dust on approved, active detours established for the project. Apply water at the locations, rates, and frequencies as ordered.
- Control dust on active haul roads, in pits and staging areas, and on the project during periods not covered above.

Biological Resources

Mitigation Measure #2—Northern spotted owl

- Construction shall occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset).
- Vegetation removal shall occur between September 1 and January 31, outside of the northern spotted owl breeding season (February 1 through August 31) provided “no take” guidelines are adhered to for all known spotted owl home ranges within 1.3 miles of the project area.
- No proposed activity generating sound levels 20 or more dB above ambient sound levels or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB (excluding vehicle back-up alarms) may occur within 0.25 mile (1,320 feet) of suitable spotted owl nesting/roosting habitat during the majority of the nesting season (i.e., February 1 to July 9). These above-ambient sound level restrictions will be lifted after July 31; after which the Service considers the above-

ambient sound levels as having “no effect” on nesting spotted owls and dependent young.

- No human activities shall occur within a visual line-of-sight of 40 meters (131 feet) or less from any known nest locations within the action area

Mitigation Measure #3—Fisher and Townsend’s big-eared bat

- Constructing activities shall not occur beyond the project limits (project area).
- The clearing and grubbing of riparian vegetation shall be minimized to greatest extent practicable.
- Construction shall occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset).

Mitigation Measure #4—Migratory birds and Nesting Raptors

- The removal of vegetation within the project limits shall occur between September 1 and January 31 to avoid the bird breeding season. If vegetation must be removed during the breeding season (February 1 through August 31), a preconstruction survey for active nests (i.e., nest in the process of being constructed or in use) within the project limits shall be conducted. If an active non-raptor nest is found, a 50 foot avoidance buffer area shall be installed around the nest. If an active raptor nest is found, a 500 foot avoidance buffer area shall be installed around the nest. No work shall occur within these buffer areas and they shall be maintained and kept in working order until the nest is no longer active as determined by a qualified biologist. A qualified biologist shall be present during construction to monitor the nest(s) and may stop construction if it is determined that the construction activities are resulting in disturbance to the nest. In the event of the take of a nest, the USFWS shall be notified within 24 hours. The fencing shall be removed after construction has been completed.

Mitigation Measure #5—In-stream Work Limitations/Minimization Efforts

- All instream work (this includes, but is not limited to, construction and removal of any coffer dams that may be needed for bridge abutment construction, removal of existing bridge support structures, the driving and removal of pilings for any temporary support structures that may be necessary, and riprap placement below the ordinary high water mark) conducted within any stream or wetland area should be kept to the absolute minimum amount necessary. No construction equipment should be allowed to operate within the active channel of any stream unless otherwise permitted to do so.
- All in water work will occur within the salmonid window (June 1—October 15) unless through consultation with the appropriate agencies, written authorization to work outside this window is granted. If authorized, all work outside of the salmonid window will occur under the supervision of an approved biological monitor. Work outside of the salmonid window will take place when water is absent or at a shallow depth, whenever possible. All construction-related work within waterways will be done in accordance with the following regulations; Section 404 and Section 401 of the Clean Water Act.

- If it is necessary to conduct instream work, the workspace shall be isolated to avoid construction activities in flowing water. The proposed project shall allow fish passage through the project area. When the creek is flowing upstream and downstream of the project area, adequate water depth and channel width must be maintained at all times for fish passage. Prior to construction activities, the workspace would be isolated from flowing water to prevent sedimentation and turbidity and avoid impacts to fish. The diversion shall remain in place during the Project and be removed immediately after work is completed in a manner that would allow flow to resume with the least disturbance to the substrate.
- Pile driving or drill shafts will be completed during the same salmonid window (June 1–October 15) unless through consultation with the appropriate agencies and written authorization to work outside this window is granted.
- To the maximum extent practical, the existing bridges will be disassembled and removed without pieces being allowed to fall into the streams. If portions of the existing bridge do fall into a stream during demolition, they will be removed from the stream without dragging the material along the streambed.

❖ *Dewatering*

- If dewatering within the open waters of Little Creek or the North Fork of East Fork Hayfork Creek is required, either a pump shall remove water to an upland disposal site, or a filtering system shall be used to collect the water and return clear water to the creek. The pump intake shall be fitted with a fish exclusion device that meets the National Marine Fisheries Service (NMFS) fish screening criteria. This includes openings that are no bigger than either 3/32 inch or 1/4 inch depending on the presence of fry or fingerling salmonid juveniles.
- If a filtering system is used to collect water and return clear water to the creek, a waste discharge permit will be obtained from the Regional Water Quality Control Board.
- Water drafting will be done in accordance with NMFS Southwest Regions *Water Drafting Specifications* (NMFS 2001).

❖ *Presence of Biologist during Dewatering*

- An approved biological monitor will be onsite during all in-water construction activities outside of the salmonid window. The biological monitor shall be approved prior to work. Biological monitors will be notified in advance of all work activities and locations and scheduled to be onsite as required during in-water activities. If the biologist has requested work stoppage because of a listed species, work will stop, and the agencies will be notified immediately for guidance on how to proceed.
- If dewatering is required outside of the salmonid window, the approved biological monitor shall salvage individuals should they be present. Fish shall be netted, placed in a bucket of water, and immediately moved to a downstream portion of the creek. Records of species, relative size, and number of individuals shall be kept. Periodic checks of the work area shall occur to ensure that fish have not re-entered the work area.

❖ *Placement of Non-toxic Structures in Streams*

- All materials placed in the creek such as pilings and retaining walls, shall be

non- toxic. Any combination of wood, plastic, cured concrete, steel pilings, or other materials used for in-channel structures shall not contain coatings, treatments, or consist of substances deleterious to aquatic organisms that may leach into the surrounding environment in amounts harmful to aquatic organisms.

Mitigation Measure #6—Replacement of Lost Riparian Habitat

- Do not disturb the area beyond the construction limits. Replace trees, shrubs, or vegetated areas damaged by construction operations as directed by the Contracting Officer (CO).
- Do not damage vegetation designated to remain. If damage occurs, repair or replace the vegetation in an acceptable manner. Where possible, preserve vegetation adjacent to bodies of water. Treat cuts or scarred surfaces of trees and shrubs with tree wound dressing.

Mitigation Measure #7 –Protection/Replacement of Jurisdictional Waters

- To the extent practicable, the discharge of dredged or fill material into “waters of the U.S.,” including wetlands, shall be avoided (this also includes waters not subject to U.S. Army Corps of Engineers jurisdiction, but subject to Regional Water Board jurisdiction).

Because complete avoidance is not feasible due to the need for the placement of abutments and rock slope protection, the following measures shall be implemented:

- Comply with the terms and conditions of any permits that are issued for the performance of work within the jurisdictional waters of the U.S., including Section 404 permits and Section 401 water quality certifications.
- Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a streambed alteration agreement shall be obtained.
- Construction activities that will impact “water of the U.S.” shall be conducted during the dry season (June 15 to October 15) to minimize erosion.
- Do not operate equipment or discharge material within the boundaries of wetlands and the waters of the United States as defined by the federal and state regulatory agencies. Permits are issued by the U.S. Army Corps of Engineers according to 33 USC § 1344 and delegated by the agency having jurisdiction. If an unauthorized discharge occurs:
 - (d) Prevent further contamination;
 - (e) Notify appropriate authorities and the CO; and
 - (f) Mitigate damages.
- Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material.

- Do not revise terms or conditions of permits without the approval of the issuing agency.

Cultural Resources

Mitigation Measure #8—Cultural Resources

Do not excavate, remove, damage, alter, or deface any archeological or paleontological remains or specimens. Control the actions of employees and subcontractors on the project to ensure that protected sites are not disturbed or damaged. Should these items be encountered, suspend operations at the discovery site, notify the CO and continue operations in other areas. The CO will inform the Contractor when operations may resume at the discovery site.

Geology and Soils

Mitigation Measure #9—Erosion and Sediment Control

- For projects disturbing more than one acre of land a Stormwater Pollution and Prevention Plan (SWPPP) must be prepared and implemented. For sites where a SWPPP is not required, an Erosion Control Plan must be prepared and implemented. Perform erosion and sediment control according to the source development plan and the “Storm Water Pollution Prevention Plan (SWPPP)” or “Erosion Control Plan”.
- Activities that increase the erosion potential within the project area shall be restricted to the relatively dry summer and early fall period (approximately May 15 to November 15) to the maximum extent practicable to minimize the potential for rainfall events to transport sediment to Little Creek, North Fork of the East Fork and East Fork of Hayfork Creek and other surface water features. If these activities must take place during the late fall, winter, or spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until permanent erosion control measures are in place (e.g. successful revegetation).
- Apply turf establishment to finished slopes and ditches within 14 days after completion of construction on a portion of the site. Protect and care for seeded areas including watering when needed. Repair or apply supplemental applications of seed, mulch, fertilizer, and water as many times as needed until turf is established or final acceptance.
- Before grubbing or grading construct sediment controls around the perimeter of the project including filter barriers, diversion, and settling structures.
- Limit the combined grubbing and grading operations areas to 8 acres (3.2 hectares) of exposed soil at one time.
- Construct and implement soil erosion and sediment control measures as follows:
 - i) Construct temporary controls in incremental stages as construction proceeds;

- j) Construct temporary slope drains, diversion channels, and earth berms to protect disturbed areas and slopes;
- k) When a soil disturbing activity within a portion of the project is complete, apply permanent measures to the finished slopes and ditches within 14 days;
- l) When a soil disturbing activity within a portion of the project has temporarily ceased, apply temporary measures within 14 days;
- m) Construct outlet protection as soon as culverts or other structures are complete;
- n) Construct and maintain soil erosion and sediment controls on and around soil stockpiles;
- o) Following each day's grading operations, shape earthwork to minimize and control erosion from stormwater runoff; and
- p) Maintain stabilized construction exits to minimize tracking of soil onto existing roads.

Hazards and Hazardous Materials

Mitigation Measure #10—Prevention of Accidental Spills of Pollutants

Construction specifications shall include the following measures to reduce potential impacts associated with accidental spills of pollutants (i.e., fuel, oil, grease, etc.) to vegetation and aquatic habitat resources in the project area:

- A Spill Prevention, Control, and Countermeasure (SPCC) Plan is required by FHWA standard specifications. The SPCC must be submitted to the Engineer at least two days before beginning work. The SPCC shall describe preventative measures including the location of refueling and storage facilities and the handling of hazardous material, and the actions to be taken in case of a spill.
- Equipment shall not be operated, and materials shall not be discharged, within the boundaries of wetlands and waters of the United States. Fording of running streams with construction equipment will not be allowed. Temporary bridges or culverts shall be used whenever crossing of the creek is necessary.
- Do not use equipment with leaking fluids. Repair equipment fluid leaks immediately. Keep absorbent material manufactured for containment and cleanup of hazardous material on the job site.
- Machinery servicing and refueling areas shall be located away from streambeds and washes to reduce the possibility and minimize the impacts of accidents spills or discharges.
- Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material

- If an unauthorized discharge occurs, the contractor is to:
 1. Prevent further contamination
 2. Notify appropriate authorities, including the Contracting Officer (CO) and Cal EMA (800) 852-7550
 3. Mitigate damages
-

Hydrology/Water Quality

Mitigation Measure #11—Water Pollution Prevention

Construction specifications shall include the following measures to reduce the potential for sediment and other debris to discharge from the project sites into adjacent creeks in the project area:

- Construct silt fence, berms, and fiber rolls and socks to reduce the velocity of runoff to allow sediment to settle.
- When soil erosion and sediment control measures are not functioning as intended, take corrective action to eliminate or minimize pollutants in stormwater discharges from the project.
- Construct sediment retention structures of the following types:
 - (a) Temporary sediment traps. Construct temporary sediment traps to detain runoff from disturbed areas and settle out sediment. Provide outlet protection.
 - (b) Sediment basins. Construct sediment basins to store runoff and settle out sediment for large drainage areas. Provide outlet protection.
- During bridge removal, construct structurally adequate debris shields to contain debris. Do not permit debris to enter waterways, travel lanes open to public traffic, or areas designated not to be disturbed.

Noise

Mitigation Measure #12—Construction Noise

Construction specifications shall include the following measures to reduce potential impacts associated with construction noise:

- Construction activities that involve running of motorized equipment shall be limited to daylight hours (1/2 hour after sunrise to 1/2 hour before sunset), Monday through Saturday. Pile driving shall not be conducted on Saturdays.
- Each internal combustion engine used for any purpose on the job shall be equipped with a muffler of a type recommended by the manufacturer.

Chapter 5 References

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- U.S. Department of Agriculture (USDA) 1998. Soil Survey of Trinity County, California, Weaverville Area. Shasta-Trinity Forest Area, California. January.

EXHIBIT C

MITIGATION, MONITORING, AND REPORTING PROGRAM

Jordan Road at Little Creek Bridge 5C-187, East Fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project

Mitigation Monitoring and Reporting Program

1. Introduction

This document comprises the Mitigation Monitoring and Reporting Program (MMRP) for the Jordan Road at Little Creek Bridge 5C-187 and East fork Road at North Fork of East Fork Hayfork Creek Bridge 5C-157 Replacements Project (project). The purpose of this document is to memorialize the mitigation responsibilities of the Trinity County Department of Transportation (TCDOT) and the Federal Highway Administration - Central Federal Lands Highway Division (CFLHD) in implementing the proposed project.

Mitigation is defined by the California Environmental Quality Act (CEQA) – Section 15370 as a measure that

- avoids the impact altogether by not taking a certain action or parts of an action;
- minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- compensates for the impacts by replacing or providing substitute resources or environments.

Mitigation measures provided in this MMRP have been identified in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures of the Initial Study/ Proposed Mitigated Negative Declaration (IS/MND) prepared by TCDOT on October 8, 2015, and are considered feasible and effective in

mitigating project-related environmental impacts. These measures were also summarized at the end of the IS/MND in Chapter 4, Determination.

This MMRP includes discussions of the following: legal requirements, intent of the MMRP; development and approval process for the MMRP; the authorities and responsibilities associated with implementation of the MMRP; a mitigation summary table; and a method of resolution of noncompliance complaints.

2. Legal Requirements

The legal basis for the development and implementation of the MMRP lies within CEQA (including the California Public Resources Code). Sections 21002 and 21002.1 of the California Public Resources Code state:

- Public agencies are not to approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects.
- Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.

Section 21081.6 of the California Public Resources Code further requires that:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.
- The monitoring program must be adopted when a public agency makes its findings under CEQA so that the program can be made a condition of project approval in order to mitigate significant effects on the environment. The program must be designed to ensure compliance with mitigation measures during project implementation to mitigate or avoid significant environmental effects.

3. Intent of the Mitigation Monitoring and Reporting Program

The MMRP is intended to satisfy the requirements of CEQA as they relate to the project. It will be used by CFLHD staff, participating agencies, project contractors, and mitigation monitoring personnel from CFLHD and TCDOT during implementation of the project. The primary objective of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit

conditions. The MMRP will provide for monitoring of construction activities as needed, onsite identification and resolution of environmental problems, and proper reporting to lead agency staff.

4. Development and Approval Process

The timing elements for implementing mitigation measures and the definition of the approval process are provided in detail throughout this MMRP to assist CFLHD and TCDOT staff by providing the most usable monitoring document possible.

5. Authorities and Responsibilities

The County, functioning as the CEQA Lead Agency, will have the primary responsibility for the monitoring and enforcement of the MMRP and will be responsible for coordination of monitoring activities, documentation and investigation of complaints and maintenance of records concerning the status of all approved mitigation measures

CFLHD, as implementing agency, is responsible for implementing the mitigation measures by incorporating them into the project specifications (contract documents) and enforcing the conditions of the contract in the field during construction. Some pre- and post-construction activities may be implemented directly by CFLHD.

6. Resolution of Noncompliance Complaints

Any person or agency may file a complaint that alleges noncompliance with the mitigation measure(s) adopted as part of the approval process for the proposed project. The complaint shall be directed to the County, via the Department of Transportation, Senior Environmental Compliance Specialist, Jan Smith (31301 State Highway 3/P.O. Box 2490, Weaverville, CA 96093-2490), in written form describing the purported violation in detail. The County shall conduct an investigation and determine the validity of the complaint. If noncompliance with a mitigation measure is verified, the County shall take the necessary action(s) to remedy the violation. Complaints shall be responded to in writing including descriptions of the County's investigation findings and the corrective action(s) taken, if applicable.

7. Summary of Monitoring Requirements

Table 1, which follows, summarizes the mitigation measures and associated monitoring requirements proposed for the project. The mitigation measures are presented in the same form as originally prescribed in the IS/MND - *Chapter 3, Environmental Setting, Impacts, and Mitigation Measures* and *Chapter 5, Summary of Mitigation Commitments*. The mitigation measures are organized by environmental issue area (i.e., Air Quality, Biological Resources, etc.). Table 1 consists of the following four columns:

- **Mitigation Measure(s):** Lists the mitigation measure(s) identified for each potentially significant impact discussed in the IS/MND for the project. The same mitigation numbering system used in the IS/MND is carried forward in this MMRP.
- **Timing/Implementation:** Indicates at what point in time or project phase the mitigation measure will need to be implemented.
- **Responsible Parties (tasks):** Documents which agency or entity is responsible for implementing mitigation measures and what, if any, coordination is required (e.g., approval). If more than one party has responsibility under a given mitigation measure, the tasks of each individual party is identified parenthetically (e.g., “implementation” or “monitoring”).
- **Verification:** Provides spaces to be initialed and dated by the individual responsible for verifying compliance with each specific mitigation measure.

Acronyms used in Table 1 are explained below, in order of their appearance in the table:

CFLHD	Central Federal Lands Highway Division
NCUAQMD	North Coast Unified Air Quality Management District
USFWS	United States Fish and Wildlife Service
NCRWQCB	North Coast Regional Water Quality Control Board
USACE	United States Army Corps of Engineers
CalEMA	California Emergency Management Agency

TABLE 1. SUMMARY OF MITIGATION MONITORING REQUIREMENTS

Mitigation Measure	Timing/ Implementation	Responsible Parties (Task)	Verification (Date and Initials)
AIR QUALITY			
<p>Impact III (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).</p> <p>Impact III (d): Expose sensitive receptors to substantial pollutant concentrations</p>			
<p>Mitigation Measure #1 Air Quality/Fugitive Dust Control</p> <p>CFLHD shall include provisions in the construction bid documents that the contractor shall implement a dust control program to limit fugitive dust emissions. The dust control program shall include, but not be limited to, the following elements, as appropriate and outlined in FHWA Standard Specifications:</p> <ul style="list-style-type: none"> • Provide an adequate water supply and apply water uniformly across the traveled way as necessary to control dust. Uniformly apply water using pressure-type distributors, pipelines equipped with spray systems, or hoses with nozzles. • Control dust within the construction limits as necessary including nights, weekends, and periods of non-work when the project is open to public traffic. When the project is not open to public traffic, control dust in areas of the project that have adjacent residences or businesses. Control dust on approved, active detours established for the project. Apply water at the locations, rates, and frequencies as ordered. • Control dust on active haul roads, in pits and staging areas, and on the project during periods not covered above. 	<p>Preconstruction</p> <p>Preconstruction</p> <p>Construction</p>	<p>CFLHD (contract specifications)</p> <p>Contractor (dust control program)</p> <p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>County (complaint resolution)</p> <p>NCUAQMD (enforcement)</p>	

Mitigation Measure	Timing/ Implementation	Responsible Parties (Task)	Verification (Date and Initials)
BIOLOGICAL RESOURCES			
<p>Impact IV (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 Wildlife or U.S. Fish and Wildlife Service.</p> <p>Impact IV (b): Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p> <p>Impact IV (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.</p> <p>Impact IV (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.</p>			
<p>Mitigation Measure #2 Northern spotted owl</p> <ul style="list-style-type: none"> • Construction shall occur during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset). • Vegetation removal shall occur between September 1 and January 31, outside of the northern spotted owl breeding season (February 1 through August 31) provided “no take” guidelines are adhered to for all known spotted owl home ranges within 1.3 miles of the project area. • No proposed activity generating sound levels 20 or more dB above ambient sound levels or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB (excluding vehicle back-up alarms) may occur within 0.25 mile (1,320 feet) of suitable spotted owl nesting/roosting habitat during the majority of the nesting season (i.e., February 1 to July 9). These above-ambient sound level restrictions will be lifted after July 31; after which the Service considers the above-ambient sound levels as having “no effect” on nesting spotted owls and dependent young. • No human activities shall occur within a visual line-of-sight of 40 meters (131 feet) or less from any known nest locations within the action area. 	<p>Preconstruction</p> <p>Preconstruction</p> <p>Construction</p>	<p>CFLHD (contract specifications)</p> <p>Contractor (implementation – tree removal)</p> <p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>County (complaint resolution)</p>	

Mitigation Measure	Timing/ Implementation	Responsible Parties (Task)	Verification (Date and Initials)
<p>Mitigation Measure #3 Fisher and Townsend’s big-eared bat</p> <ul style="list-style-type: none"> • Construction activities shall not occur beyond the project limits (project area). • The clearing and grubbing of riparian vegetation shall be minimized to greatest extent practicable. • Construction shall occur during daylight hours (1/2 hour after sunrise to ½ hour before sunset). 	<p>Preconstruction Preconstruction Construction</p>	<p>CFLHD (contract specifications) Contractor (tree removal) Contractor (implementation) CFLHD (monitoring) County (complaint resolution)</p>	
<p>Mitigation Measure #4 Migratory Birds and Nesting Raptors</p> <p>The removal of vegetation within the project limits shall occur between September 1 and January 31 to avoid the bird breeding season. If vegetation must be removed during the breeding season (February 1 to August 31), a preconstruction survey for active nests (i.e., nests in the process of being constructed or in use) within the project limits shall be conducted. If an active non-raptor nest is found, a 50 foot avoidance buffer area shall be installed around the nest. If an active raptor nest is found, a 500 foot avoidance buffer area shall be installed around the nest. No work shall occur within these buffer areas and they shall be maintained and kept in working order until the nest is no longer active as determined by a qualified biologist. A qualified biologist shall be present during construction to monitor the nest(s) and may stop construction if it is determined that the construction activities are resulting in disturbance to the nest. In the event of the take of a nest, the USFWS shall be notified within 24 hours. The fencing shall be removed after construction has been completed.</p>	<p>Preconstruction Preconstruction Construction</p>	<p>CFLHD (contract specifications) Contractor (tree removal) Contractor (implementation, provide biologist) CFLHD (monitoring) Biologist (surveys and monitoring) County (complaint resolution) USFWS (enforcement)</p>	

<ul style="list-style-type: none"> • Mitigation Measure #5 In-Stream Work Limitations/Minimization Efforts continued • If dewatering within the open water of Little Creek or the North Fork of East Fork Hayfork Creek is required, either a pump shall remove water to an upland disposal site, or a filtering system shall be used to collect the water and return clear water to the creek. The pump intake shall be fitted with a fish exclusion device that meets the National Marine Fisheries Service (NMFS) fish screening criteria. This includes openings that are no bigger than either 3/32 inch or ¼ inch depending on the presence of fry or fingerling salmonid juveniles. • If a filtering system is used to collect water and return clear water to the creek, a waste discharge permit will be obtained from the Regional Water Quality Control Board. • Water drafting will be done in accordance with NMFS Southwest Regions Water Drafting Specification (2001). • An approved biological monitor will be onsite during all in-water construction activities outside of the salmonid window. The biological monitor shall be approved prior to work. Biological monitors will be notified in advance of all work activities and locations and scheduled to be onsite as required during in-water activities. If the biologist has requested work stoppage because of a listed species, work will stop, and the agencies will be notified immediately for guidance on how to proceed. • If dewatering is required outside of the salmonid window, the approved biological monitor shall salvage individuals should they be present. Fish shall be netted, placed in a bucket of water, and immediately moved to a downstream portion of the creek. Records of species, relative size, and number of individuals shall be kept. Periodic checks of the work area shall occur to ensure that fish have not re-entered the work area. • All materials placed in the creek such as pilings and retaining walls, shall be non-toxic. Any combination of wood, plastic, cured concrete, steel pilings, or other materials used for in-channel structures shall not contain coatings, treatments, or consist of substances deleterious to aquatic organisms that may leach into the surrounding environment in amounts harmful to aquatic organisms. 	<p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p>	<p>Contractor (implementation) CFLHD (monitoring)</p> <p>CFLHD or Contractor (obtain permit) NCRWQCB (permit approval)</p> <p>Contractor (implementation) CFLHD (monitoring)</p> <p>Contractor (provide biological monitor) Biologist (monitor in-stream work) Contractor (comply with work stoppage) Biologist (salvage organisms)</p> <p>Contractor (implementation) CFLHD (monitoring)</p>	
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▪ Do not revise terms or conditions of permits without the approval of the issuing agency.	Construction	CFLHD (monitoring)	
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CULTURAL RESOURCES			
Impact V (b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15065.5 Impact V (c): Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature Impact V (d): Disturb any human remains, including those interred outside of formal cemeteries			
Mitigation Measure #8 Cultural Resources Do not excavate, remove, damage, alter, or deface any archeological or paleontological remains or specimens. Control the actions of employees and subcontractors on the project to ensure that protected sites are not disturbed or damaged. Should these items be encountered, suspend operations at the discovery site, notify the CO and continue operations in other areas. The CO will inform the Contractor when operations may resume at the discovery site.	Preconstruction	CFLHD (contract specifications)	
	Construction	Contractor (implementation/comply with work stoppage) CFLHD (monitor/contact appropriate parties/stop work)	
GEOLOGY AND SOILS			
Impact VI (b): Result in substantial soil erosion or the loss of topsoil Impact VI (f): Result in disturbance of ultra-mafic rock or soils potentially containing naturally occurring asbestos			
Mitigation Measure #9 Erosion and Sediment Control <ul style="list-style-type: none"> For projects disturbing more than one acre of land a Stormwater Pollution and Prevention Plan (SWPPP) must be prepared and implemented. For sites where a SWPPP is not required, an Erosion Control Plan must be prepared and implemented. Perform erosion and sediment control according to the source development plan and the “Storm Water Pollution Prevention Plan (SWPPP)” or “Erosion Control Plan”. Activities that increase the erosion potential within the project area shall be restricted to the relatively dry summer and early fall period (approximately May 15 to November 15) to the maximum extent practicable to minimize the potential for rainfall events to transport sediment to Little Creek, the North Fork of East Fork Hayfork Creek or other surface water features. If these activities must take place during the late fall, winter, or spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction 	Preconstruction	CFLHD (contract specifications) CFLHD or Contractor (prepare SWPPP and obtain NPDES Permit coverage)	
	Construction	Contractor (implementation) CFLHD (monitoring) NCRWQCB (enforcement)	

<p>day and maintained until permanent erosion control measures are in place (e.g. successful revegetation).</p> <ul style="list-style-type: none"> • Apply turf establishment to finished slopes and ditches within 14 days after completion of construction on a portion of the site. Protect and care for seeded areas including watering when needed. Repair or apply supplemental applications of seed, mulch, fertilizer, and water as many times as needed until turf is established or final acceptance. • Before grubbing or grading construct sediment controls around the perimeter of the project including filter barriers, diversion, and settling structures. • Limit the combined grubbing and grading operations areas to 8 acres (3.2 hectares) of exposed soil at one time. <p>▪ Construct and implement soil erosion and sediment control measures as follows:</p> <ol style="list-style-type: none"> a) Construct temporary controls in incremental stages as construction proceeds; b) Construct temporary slope drains, diversion channels, and earth berms to protect disturbed areas and slopes; c) When a soil disturbing activity within a portion of the project is complete, apply permanent measures to the finished slopes and ditches within 14 days; d) When a soil disturbing activity within a portion of the project has temporarily ceased, apply temporary measures within 14 days; e) Construct outlet protection as soon as culverts or other structures are complete; f) Construct and maintain soil erosion and sediment controls on and around soil stockpiles; g) Following each day's grading operations, shape earthwork to minimize and control erosion from stormwater runoff; and h) Maintain stabilized construction exits to minimize tracking of soil onto existing roads. <hr/> <p>For the Jordan Road Project, notify the North Coast Air Quality Management District of construction in Naturally Occurring Asbestos, in accordance with the Asbestos Air Toxics Control Measure (ACTM) for Construction, Grading, Quarrying and Surface Mining Operations in Naturally Occurring Asbestos (ACTM 2002-07-29) and comply with any additional requirements placed on the project by the Air Resources Board.</p>	<p>Construction</p> <p>Preconstruction</p> <p>Construction</p> <p>Construction</p> <p>Preconstruction</p>	<p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>NCRWQCB (enforcement)</p> <p>Contractor or CFLHD (notify NCUAQMD)</p> <p>NCUAQMD (issue permit, enforce conditions)</p> <p>Contractor (comply with permit conditions)</p>	
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HAZARDS AND HAZARDOUS MATERIALS

Impact VII (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

Mitigation Measure #10 Prevention of Accidental Spills of Pollutants

Construction specifications shall include the following measures to reduce potential impacts associated with accidental spills of pollutants (i.e., fuel, oil, grease, etc.) to vegetation and aquatic habitat resources in the project area:

- A Spill Prevention, Control, and Countermeasure (SPCC) Plan is required by FHWA standard specifications. The SPCC must be submitted to the Engineer at least two days before beginning work. The SPCC shall describe preventative measures including the location of refueling and storage facilities and the handling of hazardous material, and the actions to be taken in case of a spill.
- Equipment shall not be operated, and materials shall not be discharged, within the boundaries of wetlands and waters of the United States. Fording of running streams with construction equipment will not be allowed. Temporary bridges or culverts shall be used whenever crossing of the creek is necessary.
- Do not use equipment with leaking fluids. Repair equipment fluid leaks immediately. Keep absorbent material manufactured for containment and cleanup of hazardous material on the job site.
- Machinery servicing and refueling areas shall be located away from streambeds and washes to reduce the possibility and minimize the impacts of accidents spills or discharges.
- Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material
- If an unauthorized discharge occurs, the contractor is to:
 1. Prevent further contamination
 2. Notify appropriate authorities, including the Contracting Officer (CO) and Cal EMA (800) 852-7550
 3. Mitigate damages

Preconstruction

CFLHD
(contract specifications)

Contractor (prepare SPCC)

Construction

Contractor
(implementation)

CFLHD (monitoring)

NCRWQCB (enforcement)

Construction

Contractor (notify
appropriate parties)

CFLHD CO (further
notification, coordinate
cleanup)

CalEMA
(coordination/enforcement)

HYDROLOGY AND WATER QUALITY

Impact VIII (f): Substantially degrade water quality

Mitigation Measure #11 Water Pollution Prevention

Construction specifications shall include the following measures to reduce the potential for sediment and other debris to discharge from the project sites into adjacent creeks in the project area:

- Construct silt fence, berms, and fiber rolls and socks to reduce the velocity of runoff to allow sediment to settle.
- When soil erosion and sediment control measures are not functioning as intended, take corrective action to eliminate or minimize pollutants in stormwater discharges from the project.
- Construct sediment retention structures of the following types:
 - (a) Temporary sediment traps. Construct temporary sediment traps to detain runoff from disturbed areas and settle out sediment. Provide outlet protection.
 - (b) Sediment basins. Construct sediment basins to store runoff and settle out sediment for large drainage areas. Provide outlet protection.
- During bridge removal, construct structurally adequate debris shields to contain debris. Do not permit debris to enter waterways, travel lanes open to public traffic, or areas designated not to be disturbed.

Preconstruction

CFLHD
(contract specifications)

Construction

Contractor

CFLHD (monitoring)

County (complaint resolution)

NCRWQCB (enforcement)

NOISE

Impact XI (b): Expose persons to or generation of excessive groundborne vibration or groundborne noise levels
Impact XI (d): Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

Mitigation Measure #12 Construction Noise

Construction specifications shall include the following measures to reduce potential impacts associated with construction noise:

- Construction activities that involve running of motorized equipment shall be limited to daylight hours (1/2 hour after sunrise to ½ hour before sunset), Monday through Saturday. Pile driving shall not be conducted on Saturdays.
- Each internal combustion engine used for any purpose on the job shall be equipped with a muffler of a type recommended by the manufacturer.

Preconstruction

CFLHD
(contract specifications)

Construction

Contractor
(implementation)

CFLHD (monitoring)