

**TRINITY COUNTY PLANNING COMMISSION
STAFF REPORT**

PROJECT NAME: Coffee Creek Road and Ramshorn Road Bridge Replacements Project

REPORT BY: Janice Smith, Sr. Environmental Compliance Specialist

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

APN: 004-150-11 (Bridges on Coffee Creek Road);
 003-320-03 (Bridge on Ramshorn Road)

PROPOSAL: Adopt Proposed Mitigated Negative Declaration

LOCATION: Adams Creek Bridge and Coffee Creek Bridge: Sections 28 and 29,
Township 38 North and Range 9 West; Mount Diablo Base and Meridian,
Caribou Lake USGS 7.5 minute quadrangle.

Mumbo Creek Bridge: Section 21, Township 38 North and Range 6 West,
Mount Diablo Base and Meridian, *Mumbo Basin* USGS 7.5 minute
quadrangle.

PROJECT SITE INFORMATION:

	Coffee Creek Bridges	Ramshorn Rd at Mumbo Creek
Planning Area:	North Lake	North Lake
Existing General Plan Designation:	Agriculture	Resource
Existing Zoning:	Unclassified	Timber Preserve
Existing Land Use:	Patented mining claim	Private timber operations
Adjacent Land Uses:	Trinity Alps Wilderness, resorts, trails, public and private campgrounds; patented and unpatented mining claims	private timberland, USFS timberland; patented and unpatented mining claims;

Project Description: The Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD), is proposing to replace three existing bridges on behalf of Trinity County Department of Transportation (TCDOT): 5C-048 over Coffee Creek on Coffee Creek Road, 5C-196 over Adams Creek on Coffee Creek Road and 5C-061 over Mumbo Creek on Ramshorn Road. New bridges would improve public safety for traffic crossing Adams Creek, Coffee Creek, and Mumbo Creek by replacing functionally obsolete and/or structurally deficient bridges with new one-lane structures that meet current design standards. To meet design standards, each proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. 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 is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadways.

Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway that would be abandoned, would be removed, and the areas graded to blend with the natural topography and replanted with native vegetation. Construction is 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 and mailed to all adjacent property owners on October 8, 2015, and published in the Trinity Journal on September 30 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; impacts on wetlands and waters of the United States and on riparian habitat; 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

FILED

OCT 08 2015

POSTED IN THE OFFICE OF
THE TRINITY COUNTY CLERK

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

CLERK - RECORDER
TRINITY COUNTY, CALIFORNIA
BY [Signature] DEPUTY

**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**

Trinity County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the 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. 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 three existing bridges: 5C-048 over Coffee Creek on Coffee Creek Road, 5C-196 over Adams Creek on Coffee Creek Road and 5C-061 over Mumbo Creek on Ramshorn Road. New bridges would improve public safety for traffic crossing Adams Creek, Coffee Creek, and Mumbo Creek by replacing functionally obsolete and/or structurally deficient bridges with one-lane structures that meet current design standards. To meet design standards, each proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. The structure design 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 is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. Upon completion of the new roadway approaches and bridge structure, the existing bridges and foundations and abandoned sections of existing roadways 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 proposed project is located along two County roads: Coffee Creek Road and Ramshorn Road. On Coffee Creek Road (County Route 104), the project site for Bridge 5C-048 over Coffee Creek and Bridge 5C-196 over Adams Creek begins approximately 12.5 to 15 miles northwest of the community of Coffee Creek. The project site can be found on the *Caribou Lake* 7.5 minute U.S. Geological Survey (USGS) quadrangle, Sections 28 and 29,

Township 38 North and Range 9 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): 004-150-11.

The Ramshorn Road Bridge at Mumbo Creek Bridge (No. 5C-061) project site begins approximately 10 miles east of the intersection of Ramshorn Road and State Highway 3 in Section 21, Township 38 North and Range 6 West and can be found on the *Mumbo Basin 7.5* minute USGS quadrangle. The nearest town to the project is Trinity Center, California, which is located approximately 23.5 miles southwest of the project.

The three bridges are located within Trinity County's Forest Service Public Road Easement.

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 tcidot@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: Coffee Creek Rd @ Coffee & Adams Creeks & Ramshorn Rd @ Mumbo 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: Coffee Creek
Cross Streets: State Highway 3; Coffee Creek Road; Ramshorn Road Zip Code: 96041
Longitude/Latitude (degrees, minutes and seconds): 41 ° 07 ' 06 " N / 122 ° 53 ' 40 " W Total Acres: 3
Assessor's Parcel No.: 004-150-11& 003-320-03 Section: 28 & 21 Twp.: 38 N Range: 9 & 6 W Base: MDBM
Within 2 Miles: State Hwy #: 3 Waterways: Coffee Creek, Trinity River, Mumbo Creek
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: Public works |

Development Type:

- | | |
|---|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input checked="" type="checkbox"/> Transportation: Type bridge replacements |
| <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:

- Unclassified/Agriculture
- Timber Preserve/Resource

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

Replace two bridges on Coffee Creek Road and one bridge on Ramshorn Road with new single span, single lane bridges 20 feet wide with one 16-foot wide travel lane and two 2-foot railings. Bridges will span the 50-year flood flows with 2 feet debris clearance.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "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: *Janice C. Smith* Date: 10/8/15

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



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

Coffee Creek Rd @ Coffee & Adams Creeks & Ramshorn Rd @ Mumbo Creek Bridge Replacements

SCH Number: 2015102029

Document Type: MND - Mitigated Negative Declaration

Project Lead Agency: Trinity County

Project Description

Replace two bridges on Coffee Creek Road and one bridge on Ramshorn Road with new single span, single lane bridges 20 feet wide with one 16-foot wide travel lane and two 2-foot railings. Bridges will span the 50-year flood flows with 2 feet debris clearance.

Contact Information

Primary Contact:

Janice Smith
Trinity County
530 623 1365 x3405
P.O. Box 2490
Weaverville, CA 96093

Project Location

County: Trinity
City:
Region:
Cross Streets: State Highway 3; Coffee Creek Road; Ramshorn Road
Latitude/Longitude: 41° 7' 6" / 122° 53' 40" [Map](#)
Parcel No: 004-150-11 & 003-320-03
Township: 38N
Range: 9/6W
Section: 28/21
Base: MDB&M
Other Location Info: Coffee Creek

Proximity To

Highways: Hwy 3
Airports:
Railways:
Waterways: Coffee Creek, Trinity River, Mumbo Creek
Schools:
Land Use: 1. Unclassified/Agriculture 2. Timber Preserve/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)

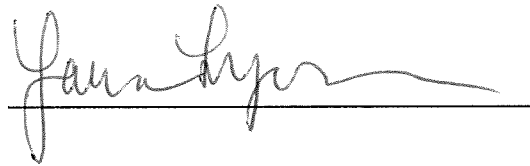
Resources Agency; Department of Fish and Wildlife, Region 1; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 2; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 1; Native American Heritage Commission

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

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, reading "Laura Lyons", is written over a solid horizontal line.

Laura Lyons
Trinity County Department of Transportation

**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**

**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
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Township 38 North and Range 9 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): 004-150-11.

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Document Availability

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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.

ROBERT F BUSCHO
23 WASHINGTON AVE
SAN RAFAEL CA 94903

PATRICK MARVIN GRAVESEN
412 CORTEZ DR
PETALUMA CA 94954

A B & E M FENCIL
HC2 5000 COFFEE CREEK RD
TRINITY CENTER CA 96091

R D & L L BELL
PO BOX 669
HAYFORK CA 96041

ESTELLA STEELE
520 VALLEY PINES DR
ETNA CA 96027

CINDY R BRAMAN
HC 2 BOX 3903
TRINITY CENTER CA 96091

ROBERT F BUSCHO
23 WASHINGTON AVE
SAN RAFAEL CA 94903

split postage :
WO 14-2801
WO 13-2771

QINGMING HOU
19 CAMBRIDGE WAY
PIEDMONT CA 94611

ROME CREEK TIMBER LLC
PO BOX 1088
DILLARD OR 97470

~~ROME CREEK TIMBER LLC
PO BOX 1088
DILLARD OR 97470~~

~~ROME CREEK TIMBER LLC
PO BOX 1088
DILLARD OR 97470~~

~~ROME CREEK TIMBER LLC
PO BOX 1088
DILLARD OR 97470~~

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

~~ROME CREEK TIMBER LLC
PO BOX 1088
DILLARD OR 97470~~

WO: 13-2761

Affidavit of Publication

No. 5C-061 – 5C-048, 5C-196

{ 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:

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

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
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**

Trinity County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the 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. 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 three existing bridges: 5C-048 over Coffee Creek on Coffee Creek Road, 5C-196 over Adams Creek on Coffee Creek Road and 5C-061 over Mumbo Creek on Ramshorn Road. New bridges would improve public safety for traffic crossing Adams Creek, Coffee Creek, and Mumbo Creek by replacing functionally obsolete and/or structurally deficient bridges with one-lane structures that meet current design

standards. To meet design standards, each proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. The structure design 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 is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. Upon completion of the new roadway approaches and bridge structure, the existing bridges and foundations and abandoned sections of existing roadways 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 proposed project is located along two County roads: Coffee Creek Road and Ramshorn Road. On Coffee Creek Road (County Route 104), the project site for Bridge 5C-048 over Coffee Creek and Bridge 5C-196 over Adams Creek begins approximately 12.5 to 15 miles northwest of the community of Coffee Creek. The project site can be found on the Caribou Lake 7.5 minute U.S. Geological Survey (USGS) quadrangle, Sections 28 and 29, Township 38 North and Range 9 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): 004-150-11.

The Ramshorn Road Bridge at Mumbo Creek Bridge (No. 5C-061) project site begins approximately 10 miles east of the intersection of Ramshorn Road and State Highway 3 in Section 21, Township 38 North and

Range 6 West and can be found on the Mumbo Basin 7.5 minute USGS quadrangle. The nearest town to the project is Trinity Center, California, which is located approximately 23.5 miles southwest of the project.

The three bridges are located within Trinity County's Forest Service Public Road Easement.

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 30, 2015. September 28, 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.

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Document Availability
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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
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

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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*

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 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.
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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-061 – 5C-048, 5C-196

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

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

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Wayne R. Agner
WAYNE R. AGNER CS
Publisher

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting
"Bridge Replacement Projects"

BY TRINITY JOURNAL

See Attachment

**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**

Trinity County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the 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. 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 three existing bridges: 5C-048 over Coffee Creek on Coffee Creek Road, 5C-196 over Adams Creek on Coffee Creek Road and 5C-061 over Mumbo Creek on Ramshorn Road. New bridges would improve public safety for traffic crossing Adams Creek, Coffee Creek, and Mumbo Creek by replacing functionally obsolete and/or structurally deficient bridges with one-lane structures that meet current design standards. To meet design standards, each proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. The structure design 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 is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadway. Upon completion of the new roadway approaches and bridge structure, the existing bridges and foundations and abandoned sections of existing roadways 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 proposed project is located along two County roads: Coffee Creek Road and Ramshorn Road. On Coffee Creek Road (County Route 104), the project site for Bridge 5C-048 over Coffee Creek and Bridge 5C-196 over Adams Creek begins approximately 12.5 to 15 miles northwest of the community of Coffee Creek. The project site can be found on the *Caribou Lake* 7.5 minute U.S. Geological Survey (USGS) quadrangle, Sections 28 and

29, Township 38 North and Range 9 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): 004-150-11. The Ramshorn Road Bridge at Mumbo Creek Bridge (No. 5C-061) project site begins approximately 10 miles east of the intersection of Ramshorn Road and State Highway 3 in Section 21, Township 38 North and Range 6 West and can be found on the *Mumbo Basin* 7.5 minute USGS quadrangle. The nearest town to the project is Trinity Center, California, which is located approximately 23.5 miles southwest of the project.

The three bridges are located within Trinity County's Forest Service Public Road Easement.

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

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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 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

**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**

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:** 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
- 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** Adams Creek Bridge and Coffee Creek Bridge: Sections 28 and 29, Township 38 North and Range 9 West, Mount Diablo Base and Meridian, *Caribou Lake* USGS 7.5 minute quadrangle. APN 004-150-11
- Mumbo Creek Bridge: Section 21, Township 38 North and Range 6 West, Mount Diablo Base and Meridian, Mumbo Basin USGS 7.5 minute quadrangle. APN 003-320-03
- 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** Coffee Creek parcel is a patented mining claim
- Mumbo Creek parcel is owned by a Timber Co.
- 7. Zoning** Coffee Creek APN 004-150-11: Unclassified
- Mumbo Creek APN 003-320-03: Timber Preserve (TPZ)
- 8. General Plan Designation** Coffee Creek APN 004-150-11: Agriculture
- Mumbo Creek APN 003-320-03: 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 three existing bridges: 5C-048 over Coffee Creek on Coffee Creek Road, 5C-196 over Adams Creek on Coffee Creek Road and 5C-061 over Mumbo Creek on Ramshorn Road. New bridges would improve public safety for traffic crossing Adams Creek, Coffee Creek, and Mumbo Creek by replacing functionally obsolete and/or structurally deficient bridges with new one-lane structures that meet current design standards. To meet design standards, each

proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. 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 is anticipated, with the potential for improvements to enhance curvature and sight distance. Aggregate would be placed on the roadways.

Upon completion of the new roadway approaches and bridge structures, the existing bridges and their foundations, and existing roadway that would be 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 two bridge locations on Coffee Creek Road over Adams Creek and Coffee Creek are on a single patented mining claim, although the mine is currently inactive. County zoning is unclassified and the General Plan designation is agriculture. The surroundings are heavily forested and include Coffee Creek road, which runs along Coffee Creek and accesses resorts, private summer homes, a campground and numerous trails into the Trinity Alps Wilderness for use by hikers, equestrians and mountain bikers. There are several gold mining claims and historic gold mines in the vicinity. The area is subject to heavy snow fall and the road is not winter maintained.

The Ramshorn Road Bridge over Mumbo Creek is in a designated Timber Production Zone and is owned by a timber company. The surroundings are heavily forested timber and National Forest lands. There is a complex network of unpaved County and Forest Service roads in the area, which have historically served the timber industry as well as mining, which includes a historic mercury mine several miles east of the site. Ramshorn Road continues past the site and crosses the Pacific Crest Trail and enters Castle Crags State Park at in Shasta County before joining Interstate 5 at Castella. However, it is an extremely rough, unpaved road that is not winter maintained.

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

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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo 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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo 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 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: Coffee Creek Road and Ramshorn Road. The first location is on Coffee Creek Road (County Route 104), including two bridge sites, one at approximately 12.5 miles northwest of its intersection with State Highway 3, and the other 15 miles northwest of State Highway 3 (**Figure 1a**). The nearest town to the bridge sites is Coffee Creek, California. The project area at each bridge site is 150 feet wide centered on Coffee Creek Road, and extends 400 linear feet from the end of each bridge abutment. The cadastral location of the project is Sections 28 and 29, Township 38 North and Range 9 West of the United States Geological Survey (USGS) 7.5 minute *Caribou Lake* quadrangle. The approximate center of the existing bridge crossing of Coffee Creek is 41.118422° latitude by -122.894422° longitude NAD 83 decimal degrees. The approximate center of the existing bridge crossing of Adams Creek is 41.12195° latitude by -122.923761° longitude NAD 83 decimal degrees. Both of the bridges are located on private property within a patented mining claim and are located within Trinity County's Forest Service Public Road Easement.

The second location of the proposed project is along Ramshorn Road (County Route 133) beginning approximately 10 miles east of its intersection with State Highway 3 (**Figure 1b**). The nearest town to the project is Trinity Center, California, which is located approximately eight air miles southwest of the project. The project area is 150 feet wide, centered on Ramshorn Road, and extends 400 linear feet from the end of each bridge abutment. The cadastral location of the project is Section 21, Township 38 North and Range 6 West and can be found on the USGS 7.5 minute *Mumbo Basin* quadrangle. The approximate center of the existing bridge crossing of Mumbo Creek is 41.137733° latitude by -122.569719° longitude NAD83 decimal degrees. This location is on private timber property within Trinity County's Forest Service Public Road Easement.

2.2 Existing Facility Conditions

The existing bridge over Coffee Creek was constructed in 1979 and is a single lane rail car bridge. The bridge is approximately 64 feet long and 18.7 feet wide between the outside edges of the bridge deck. The bridge superstructure consists of a welded steel railroad car frame functioning as the primary girder. Additional rolled steel sections were posited at each edge of the deck to function as exterior stringers. A steel plate connects the three girderlines and serves as the deck. The bridge over Coffee Creek has a sufficiency rating of 72.3 (out of 100 maximum), with the majority of condition ratings being either fair to satisfactory. However, the deck geometry is considered to be in serious condition and the bridge has substandard railings. In addition, the bridge is classified as functionally obsolete.

Similar to the Coffee Creek Bridge, the existing bridge over Adams Creek is a single lane rail car bridge with the same superstructure and decking as the Coffee Creek Bridge. The Adams Creek Bridge was constructed in 1965 and is approximately 50.9 feet long and 17.4 feet wide between the outside edges of the bridge deck. The existing bridge has a sufficiency rating of 24.7 and is considered structurally deficient. The substructure of the bridge is in critical condition, and the bridge has substandard railing. The timber crib walls of the bridge have failed, which is the primary factor for the critical substructure rating.

The existing bridge over Mumbo Creek on Ramshorn Road was constructed in 1965 and is a single lane rail car bridge. The bridge is approximately 51.8 feet long and 16.7 feet wide from the outside edge of the bridge deck to outside edge of the bridge deck. The superstructure consists of nine U-shaped railroad car girders. The beams are closely spaced and positioned such that the “U” is upside down. Steel plates are welded between adjacent beams at the deck level to complete the traveling surface. The northern abutment consists of a concrete cap that bears directly on the soil. The soil has been undermined for the entire length of the cap— approximately 12 inches tall and 12 inches deep. Support at the southern end of the bridge consists of two steel U-sections running transversely beneath the girders. The transverse member closest to the creek appears to bear directly upon the timber crib wall. The bearing stratum for the other transverse member is not visible. A concrete footing is located beneath the timber crib wall. This has also been undermined for its entire length, although 8 feet in the upstream direction bears upon rock. The bridge has a sufficiency rating of 44.4 and condition ratings that vary from fair to satisfactory, depending on the bridge element. The scour critical flag for the bridge is 2, which indicates that the bridge is scour critical and immediate action is required to provide scour countermeasures. In addition, the upstream girder has suffered debris impact from past flood events and bows inward approximately 2 inches for a distance of 15 feet near mid-span.

2.3 Project Purpose and Need

CFLHD has identified the existing bridge structures over Mumbo Creek and Adams Creek as being functionally obsolete and structurally deficient. The bridge over Coffee Creek is functionally obsolete, with poor deck geometry and substandard railings. New bridges would improve public safety for traffic crossing Coffee Creek, Adams Creek and Mumbo Creek by replacing the deficient bridges with new structures that meet current design standards.

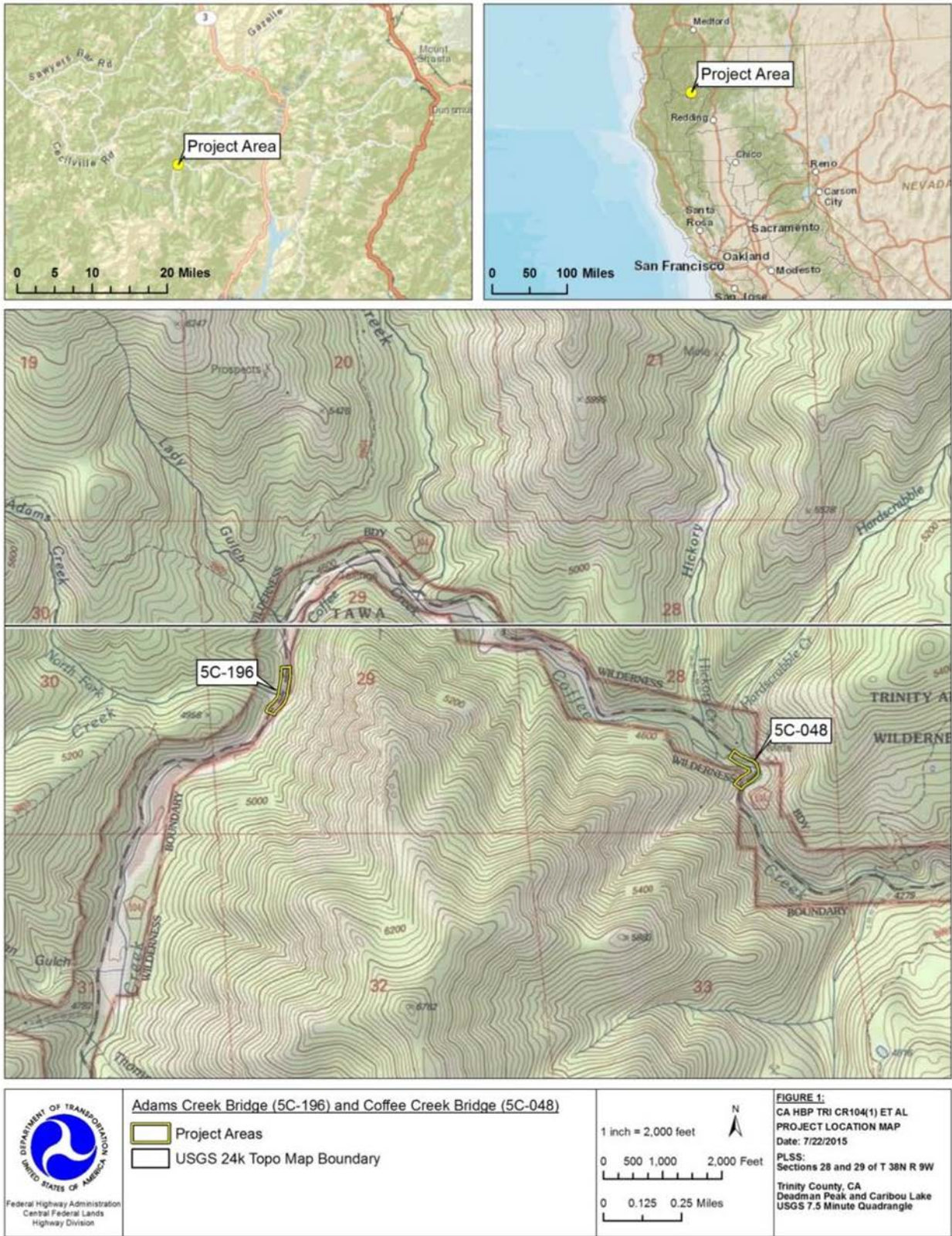
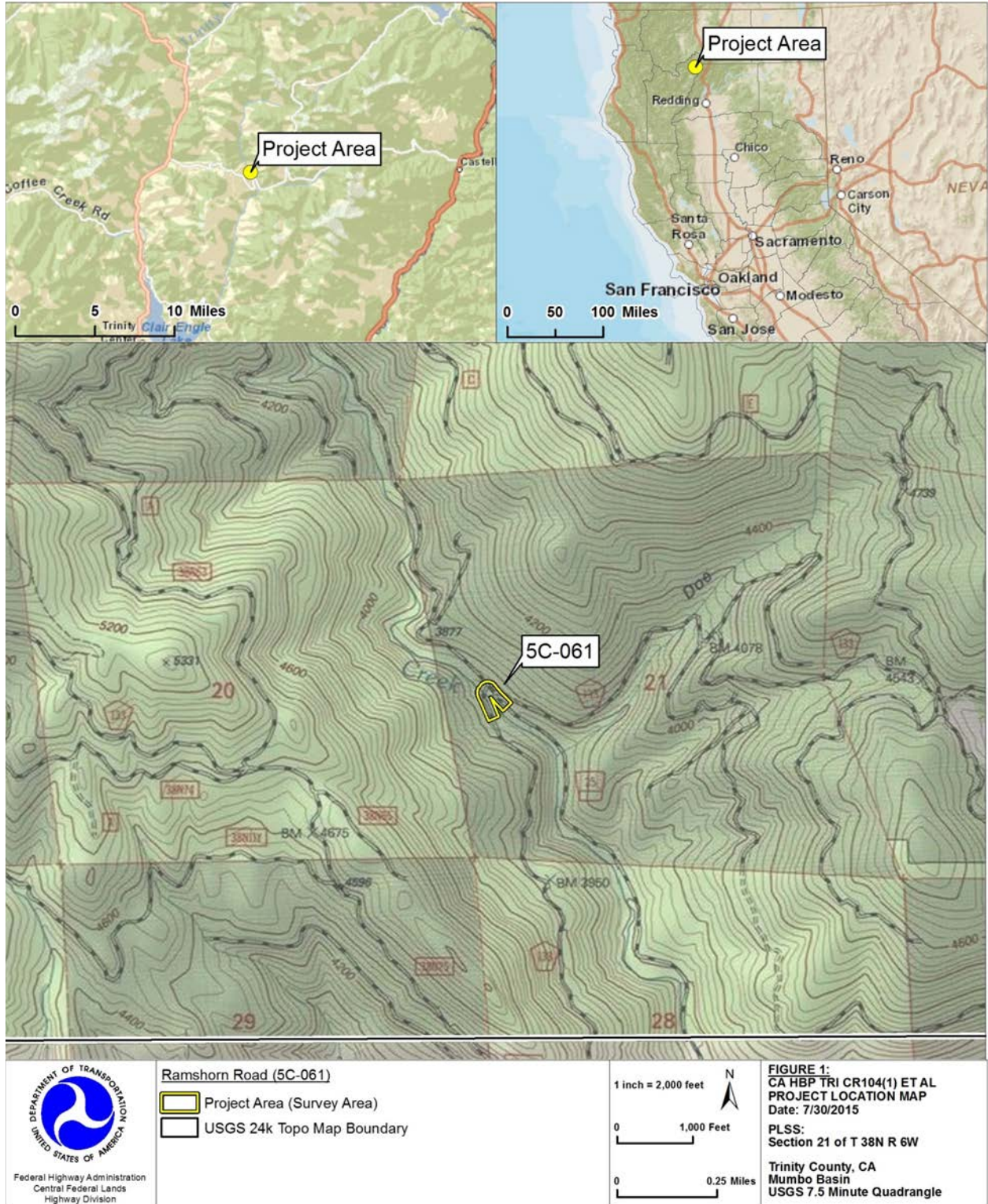


Figure 1a. Project Location Map Coffee Creek

Figure 1b. Project Location Map Mumbo Creek



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 three existing substandard bridges on County roads. Two of the bridges are located on Coffee Creek Road at Coffee Creek and at Adams Creek. One bridge is located on Ramshorn Road at Mumbo Creek. All three bridges will be replaced with one-lane structures that meet current design standards. To meet design standards, each proposed bridge structure would be 20 feet wide, consisting of one 16-foot travel lane and two 2-foot railings. The structure design 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 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. At Coffee Creek, phased construction is currently proposed. The project proposes to cut back the rock slope on the southwest corner (upstream side) of the bridge to improve sight distance, which may require blasting. With this cut, the existing bridge could be shifted westward, and a portion of the new bridge could be constructed to maintain one lane of traffic throughout construction. At Adams Creek, a one-lane on-site detour would be provided between 30 feet and 50 feet downstream of the existing bridge. It is anticipated pipes would be used to carry Adams Creek's flow beneath the detour. Pile driving may be required at both bridge sites.

On Ramshorn Road, phased construction would be implemented that would either require an overbuild of the proposed structure to accommodate one lane of traffic during construction or minor alignment changes to the roadway approaches in order to use the existing bridge during construction. If the alignment is modified, the structure would be shifted downstream of the existing bridge to improve hydraulic performance and the approach on the north side of the bridge would be configured to a "T" intersection.

The three proposed projects will be delivered using the design/build contract delivery method, with construction anticipated to begin in 2016.

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 three projects are located within Trinity County's Forest Service Public Road Easement, which is 50 feet wide, extending 25 feet on each side of the centerline, or more if necessary to accommodate cuts and fills. At the project sites, the Forest Service easements extend across private properties. There may be a minimal amount of permanent right of way acquisition necessary where the approach roadway is to be realigned and the bridge is placed at a new location. This is most likely at the bridge over Coffee Creek. A minimal amount of temporary construction easement may be needed at any of the sites for staging areas or for temporary detours.

If any right-of-way is acquired or used temporary, the private property owners will be compensated in accordance with the Federal Acquisition Regulation (FAR). Any adjustments to the Forest Service easements would be negotiated with the Forest Service after completion of the projects.

Utilities

No utilities are located on, or near the existing bridges. The proposed project will not generate a need for any new utilities.

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 Coffee Creek, phased construction is currently proposed. The project proposes to cut back the rock slope on the southwest corner (upstream side) of the bridge to improve sight distance, which may require blasting. With this cut, the existing bridge could be shifted westward, and a portion of the new bridge could be constructed to maintain one lane of traffic throughout construction. At Adams Creek, a one-lane on-site detour would be provided between 30 feet and 50 feet downstream of the existing bridge. It is anticipated pipes would be used to carry flow beneath the detour. On Ramshorn Road at Mumbo Creek, Road closure is not anticipated during construction. Phased construction would be implemented that would either require an overbuild of the proposed structure to accommodate one lane of traffic during construction or minor alignment changes to the roadway approaches in order to use the existing bridge during construction. If the alignment is modified, the structure would be shifted downstream of the existing bridge to improve hydraulic performance and the approach on the north side of the bridge would be configured to a "T" intersection.

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 structures 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. Temporary construction easements from adjacent private properties, or Special Use Permits from the National Forest, may be needed in order to stage equipment and materials close to the project location.

Following completion of the new bridge construction, the staging areas and construction access routes would be restored to pre-construction conditions. The road base rock 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 Adams Creek, Coffee Creek, or Mumbo Creek in the event of rain. Construction activities within the ordinary high water line of Adams Creek, Coffee Creek, or Mumbo 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, placement of rock slope protection, 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
- State Water Resources NPDES permit for Construction (if one acre or more is disturbed per site).
- North Coast Unified Air Quality District Notification for Construction, Grading, Quarrying and Surface Mining Operations in Naturally Occurring Asbestos

- 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 Adams Creek, Coffee Creek, or Mumbo Creek. However, Caltrans and FHWA have identified the existing bridge structures over Mumbo Creek and Adams Creek as being functionally obsolete and structurally deficient (sufficiency ratings of 44.4 and 24.7, respectively). The bridge over Coffee Creek has a sufficiency rating of 72.3, with the majority of condition ratings being either fair to satisfactory. However, the deck geometry is considered to be in serious condition and the bridge has substandard railings. In addition, the bridge is classified as functionally obsolete.

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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo 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).

3.1 Environmental Setting

3.1.1 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 Adam's Creek portion of the project area is located at 4,600 feet amsl, the Coffee Creek portion is located at 4,390 feet amsl, and the Ramshorn Road portion of the project is located at approximately 3,700 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).

3.1.2 Local Setting

The two project locations on Coffee Creek Road and Ramshorn 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 bridges proposed for replacement on Coffee Creek Road are both located in valley bottoms surrounded by steep forested mountains on both sides. These two project areas also border the Trinity Alps Wilderness Area. Coffee Creek and Coffee Creek Road run parallel and bisect the mountain range from west to east, draining the mountains eastward toward Highway 3 and into the Trinity River which is tributary to Trinity Lake. Several perennial creeks are tributary to Coffee Creek along the way. On Ramshorn Road, the project area is located in a lower montane ecosystem along a perennial creek.

3.1.3 Topography and Hydrological Setting

The project area is located in the Trinity Watershed (HUC 18010211) (USEPA 2015). Adams Creek is a north-draining tributary to Coffee Creek, which flows from west to east through the project area. Coffee Creek is a tributary to the Trinity River, which flows south/southwest into Trinity Lake. Both creeks are perennial, with portions that can be intermittent during the dry season. Mumbo Creek is a perennial creek that drains from north to south into the East Fork of the Trinity River, which flows into Trinity Lake approximately 12 miles downstream.

The average annual precipitation for the town of Trinity Center, California, is 38.8 inches. Average annual snowfall is 22.5 inches. Temperatures range from an average low of 36.8 degrees Fahrenheit to an average high of 70 degrees Fahrenheit. However, the 2014–2015 rainy season has been extremely dry in California, and the state is currently experiencing a severe drought.

3.1.4 Soils

The dominant soil orders at Adams Creek and Coffee Creek are Alfisols, Inceptisols, and Ultisols, and Xerolls (USDA 2015). The soils in the area dominantly have a mesic soil temperature regime, a xeric soil moisture regime, and mixed mineralogy. They generally are moderately deep or deep, well drained, and loamy, and occur on mountain slopes and hills (USDA 2006).

According to the U.S. Department of Agriculture (USDA) Soil Conservation Service’s Soil Survey (NRCS 2015), the following soil types occur within the project area.

- Gozem family-Rock outcrop-Toadlake family complex, 30 to 70 percent slopes
- Xerofluvents-Riverwash association, 0 to 20 percent slopes
- Merkel-Wintoner families complex, 50 to 80 percent slopes
- Neuns-Deadwood families cocomplex, 60 to 80 percent slopes

Serpentinite soils are known to occur within the project area because the Gozem family is derived from serpentinite and the Toadlake family is derived from ultramafic parent material (NRCS 2015).

The dominant soil orders at Mumbo Creek are Alfisols and Inceptisols (NRCS, 2015). The soils in the area dominantly have a mesic soil temperature regime, a xeric soil moisture regime, and mixed mineralogy. They generally are moderately deep or deep, well drained, and loamy, and occur on mountain slopes and hills (USDA, 2006). There are soils derived from ultramafic rock associated with the project area, which may contain serpentinite soils.

According to the USDA Soil Conservation Service’s Soil Survey (NRCS 2015), the following soil types occur within the project area.

- Goulding family-Rock outcrop complex, 50 to 80 percent slopes

The Goulding series consists of shallow, somewhat excessively drained soils formed in material weathered from metavolcanic or metasedimentary rocks (UCD, 2015).

- Konocti-Olete families complex, 40 to 70 percent slopes

The Konocti series consists of moderately deep, well drained soils formed in material derived dominantly from andesite, basalt and dacite. The soil lies on a substratum of highly fractured and weathered ultramafic rock (UCD, 2015).

3.1.5 Vegetation Communities

The Adams Creek and Coffee Creek project areas are located within the lower to mid-montane forests that are typically comprised of a diverse complex of vegetation assemblages, but are typically characterized as mixed coniferous forest dominated by Douglas fir (*Pseudotsuga menziesii*) and white fir (*Abies concolor*).

The forest is generally dense, with tall, mid-growth conifers. The canopy is mainly intact, comprised of trees that are mostly healthy, but interspersed with occasional upright dead ones. The Coffee Creek Watershed is comprised of 2% Hardwoods (1,485 acres), 86% Mixed Conifer (59,061 acres), 2% Non-Forested (1,248), and 10% Shrubs (6,906 acres); roughly 8% (5,899 acres) of the watershed is under private ownership.

Vegetation along the Coffee Creek bed includes numerous riparian species, including willow (*Salix* sp.), red alder (*Alnus rubra*), and cottonwood (*Populus* sp.) The riparian zone is moderately developed with a partially closed canopy of trees, midstory of shrubs, and understory of forbs. The highest density of trees and shrubs is located upstream and immediately downstream of the bridge location and decreases as the creek continues downstream to the southeast. The herbaceous riparian understory layer is moderately dense in some areas and is mixed with rocky terrain.

Similar to Coffee Creek, the vegetation along the Mumbo Creek bed includes numerous riparian species, but is predominately willow (*Salix* sp.) and alder (*Alnus* sp.). The riparian zone is moderately developed, with a partially closed canopy of trees, midstory of shrubs, and understory of forbs upstream and downstream of the bridge. The highest density of trees and shrubs is located upstream of the bridge. The density of trees and shrubs decreases as the creek continues downstream to the south. The herbaceous riparian understory layer is moderately dense in some areas and is mixed with rocky terrain.

3.1.6 Wildlife

Typical wildlife species found in this area include, but are not limited to, the following: black bear (*Ursus americanus*), mountain lion (*Puma concolor*), white-tailed deer (*Odocoileus virginianus*), coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), raccoon (*Procyon lotor*), skunk (*Mephitis mephitis*), ringtail (*Bassariscus astutus*), porcupine (*Erethizon dosatum*), mink (*Mustela vison*), western gray squirrel (*Sciurus griseus*), and birds such as northern spotted owl (*Strix occidentalis*), red-breasted sap sucker (*Sphyrapicus ruber*), red-tailed hawk (*Buteo jamaicensis*), western tanager (*Piranga ludoviciana*), northern flicker (*Colaptes auratus*), and Steller's jay (*Cyanocitta stelleri*).

3.2 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 checked="" type="checkbox"/>	<input 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 Coffee Creek Road and Ramshorn Road Bridge Replacements would be introducing similar types of structures in areas that were previously developed.
- b) Coffee Creek Road and Ramshorn Road are not designated as state scenic highways. Coffee Creek Road is considered eligible for County Scenic Roadway designation, but has not been so designated. (Trinity County 2003b). 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 bridge 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 area of an agricultural parcel. Although the General Plan designation of the Coffee Creek parcel is Agriculture, the parcel is not in agricultural use. 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 Mumbo Creek parcel is zoned Timber Preserve (TPZ) and is owned by a timber company. However, 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 Coffee Creek Road and Ramshorn Road Bridge Replacements would not result in the conversion of farmlands to a non-agricultural use, or forest lands to non-forest use.

Potentially Significant Impact
 Less than Significant with Mitigation Incorporated
 Less than Significant Impact
 No Impact

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, day care centers, or residences are located within 500 feet of the project sites. Therefore, there will be no exposure to increased pollutant concentrations.
- e) Construction and operation of the proposed bridge replacements does not include substances that would create objectionable odors. There are no nearby sensitive receptors in the area.

Mitigation Measures

Mitigation Measure #1—Air Quality/Fugitive Dust Control

The County 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 Coffee Creek sites (Jacobs 2015b) and the Mumbo Creek site (Jacobs 2015c). The purpose of the BA/BEs was to review the proposed improvements to the Adams Creek, Coffee Creek, and Mumbo 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. These BA/Bes were 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).

Habitat for nine special-status wildlife species occurs in the biological study area of the two sites, which consists of the project alignment and associated staging areas for the two Coffee Creek Road bridges and the Ramshorn Road Bridge. These species include the following:

Federal Species:

- Northern spotted owl (*Strix occidentalis caurina*) – Federally Threatened, California State Threatened, CDFW Species of Special Concern
- Fisher (West Coast distinct population segment [DPS]) (*Pekania pennanti*) – Federally Proposed Threatened Species, California State Candidate Threatened, CDFW Species of Special Concern

State Species:

- Townsend’s big-eared bat (*Corynorhinus townsendii*) – California State Candidate Threatened, CDFW Species of Special Concern (Coffee Creek sites only)

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:

- 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
- Cascades frog (*Rana cascadae*) – CDFW Species of Special Concern
- Silver haired bat (*Lasionycteris noctivagans*) – CDFW Species of Special Concern (Ramshorn Site only)
- Western pond turtle (*Emys marmorata*) – CDFW Species of Special Concern (Ramshorn Site only)

No state or federally listed plant species were found to be potentially present in the project areas. However, seven plants of concern to the California Native Plant Society (CNPS) were identified as having the potential to occur in the Coffee Creek project study area and 21 were identified as potentially occurring in the Mumbo Creek study area. Botanical surveys were performed at both sites on July 8 and 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).

Migratory Bird Treaty Act Species: Numerous migratory birds also have potential to be present in the riparian areas surrounding the bridges. Pursuant to the Migratory Bird Treaty Act (MBTA) of 1918, federal law prohibits the taking of migratory birds, their nests, or their eggs (16 United States Code, Section 703). In 1972,

the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). The USFWS enforces the MBTA (16 U.S. Code 703-711). Mitigation Measure #4, below, will prevent the take of migratory birds, their nests or their eggs during construction.

Northern spotted owl. The project areas contain suitable habitat for northern spotted owl, which likely includes high quality foraging habitat or low to moderate quality nesting habitat. The project vicinities contain dense, mixed-coniferous forest with tall, medium-sized diameter trees comprised mainly of Douglas-fir along steep mountainside slopes. The canopy is generally intact, with moderate closure. There is low to moderate incidence of trees with large cavities and other types of deformities, snags, and downed logs. There are some trees with broken tops, but their density is low. These conditions appear to be consistent with descriptions of foraging habitat and not nesting/roosting habitat (Jacobs 2015c).

A minor amount of vegetation would be removed at each of the project sites, 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. There may also 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 in the northern portion of the Adams Creek project area, primarily due to the presence of foraging habitat (Jacobs 2015b). The closest critical habitat to the Mumbo Creek site is approximately 3 miles to the west of the project area (Jacobs 2015c). Project activities are not expected to include any vegetation removal or disturbance within the critical habitat area. Therefore, the project would have no effect on NSO designated critical habitat.

Fisher. The Adams Creek and Coffee Creek project areas, and the Mumbo Creek area, contain suitable foraging habitat for the fisher, which includes riparian corridors and transitional succession mixed conifer forests. The transitional succession habitat is characterized by dense, mixed-coniferous forest with tall,

medium-sized diameter trees along steep mountainside slopes. There is low to moderate incidence of trees with large cavities and other types of deformities, snags, and downed logs in the project vicinities. However, these habitat components are not present within the project areas. Additionally, the project areas do not contain old-growth forest, which are typically used for denning (Jacobs 2015b and 2015c).

Direct effects to fisher resulting from replacing the bridges include vegetation removal within the project area, but that would only occur at the bridge sites and would include only shrubs and small trees. No large trees or other habitat components that could serve as denning 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. 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 2015b, 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.

Townsend’s big-eared bat and silver haired bat. There is no suitable roosting habitat within the project areas. However, there is a mine located approximately 400 feet to the east of the Coffee Creek Bridge and another mine located 0.4 mile south of the Adams Creek Bridge that could be used as hibernacula sites. Both project areas contain riparian corridors with active streams in mixed coniferous forests that could be used for foraging. The Ramshorn Road project area is not considered suitable habitat for the Townsend’s big-eared bat, but has suitable habitat for the silver haired bat, a State Species of Concern, in the adjacent coniferous forests near streams.

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. The silver-haired bat roosts in hollow trees, snags, buildings, rock crevices and under bark. No bats or sign of bats were observed during the July field surveys at either site.

Potential direct effects from the proposed project to bats include temporary noise, vibration, and visual disturbance during construction. These disturbances could directly affect reproduction and foraging activities. Though hibernacula and roosting habitat may exist within structures or mines 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 sites 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 the bridges 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 silver-haired 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, Cascades frog and western pond turtle 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 of temporary detours, particularly at the Adams Creek site, where several willow and alder shrubs will be removed. Mitigation measures for temporary and permanent impacts to riparian wetlands are described under *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. The extent of the impact is not defined at this time. 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 Ramshorn site, there are two palustrine emergent wetlands in the project area, at the toes of the road embankments slopes on the east and west sides of Mumbo Creek just upstream of the bridge. The new bridge will be placed downstream of the existing bridge, so these two small wetlands, totaling 203 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 wetland features are described under *Mitigation Measure #7 –Protection/Replacement of Jurisdictional Waters* in the “Mitigation Measures” section, 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. See *Mitigation Measure #5—In-stream Work Limitations/Minimization Efforts* for more detail regarding protection of fish migration opportunities.

Evidence of previous migratory bird nesting activity was not observed on the underside of any 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 or 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 the Adams Creek, Coffee Creek, or Mumbo 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 1 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 Contract 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 Coffee Creek Road Bridges* (Jacobs 2015f) and *Cultural Resources Assessment for Ramshorn Road Bridge* (Jacobs 2015g) for this project 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 (APE¹). 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 protected sites are not disturbed or damaged. Should these items be encountered, suspend operations

¹ The 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).

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.

	<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 dominant soil orders at Adams Creek and Coffee Creek are Alfisols, Inceptisols, and Ultisols, and Xerolls (Jacobs 2015b). The soils in the area dominantly have a mesic soil temperature regime, a xeric soil moisture regime, and mixed mineralogy. They generally are moderately deep or deep, well drained, and loamy, and occur on mountain slopes and hills.

The dominant soil orders at Mumbo Creek are Alfisols and Inceptisols (Jacobs 2015c). The soils in the area dominantly have a mesic soil temperature regime, a xeric soil moisture regime and mixed mineralogy. They generally are moderately deep or deep, well drained and loamy and occur on mountain slopes and hills.

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) Serpentinite soils are known to occur within the project area because the Gozem family is derived from serpentinite and the Toadlake family is derived from ultramafic parent material (Jacobs 2015b). Soils at Mumbo Creek are also derived from ultramafic rock and could also be serpentinite soils.(USDA 1993). In addition, there is a large serpentinite rock adjacent to the Coffee Creek Bridge that will be cut to provide a bench to support the new bridge. Excavation of this rock and disturbance of the soils will 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, 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 Adams Creek, Coffee Creek, Mumbo 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 three 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 Coffee Creek or Ramshorn 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. However, the State of California has adopted several regulations related to GHG emissions reduction. These include efforts to reduce tailpipe emissions and diesel exhaust produced by fuel-combustion engines. Project operations would adhere to statewide efforts aimed at minimizing GHG emissions.

	<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) The proposed Coffee Creek Road and Ramshorn Road Bridge Replacements Project includes the widening of the existing bridges from one lane to two lanes to conform to the existing two-lane road. Coffee Creek Road and Ramshorn 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 Coffee Creek Road and Ramshorn Road Bridge Replacements Project would involve the use of hazardous materials (i.e., petroleum-based fuels) and, therefore, could expose the environment, specifically Adams Creek, Coffee Creek, and Mumbo 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., Coffee Creek Elementary) is located over 10 miles from the bridges on both Coffee Creek Road and Ramshorn Road. 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 sites are not expected to support a listed hazardous materials site. Trinity County Department of Environmental Health has no record of any hazardous materials incidents at any of the three bridge sites (Peter Hedtke, Pers. Comm February 2015). There are no records of the mine at the Coffee Creek site ever using mercury at, or near the project location. At the Ramshorn site, there is a historic mercury mine located approximately two miles east of the site, which has been cleaned up as a Superfund Site. However, the former mine is on the other side of a solid rock ridge, and would have flowed to Crow Creek, rather than Mumbo Creek. Therefore, it is unlikely that any contamination from the mercury mine would have reached the Mumbo Creek Bridge site.
- e,f) The project sites are not located within the airport land use compatibility plan for the Trinity Center Airport (Trinity County ALUC, November 2009), nor are they located within 2 miles of any 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 a 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.
- h) According to the Fire Hazard Severity Map created by the California Department of Forestry (Trinity County 2002a), all three 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 bridges will improve evacuation and access for emergency vehicles with greater load capacity and a wider bridge deck to accommodate emergency vehicles.

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, tsunamis, 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 rock, similar to the road surfaces already present. 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 remote bridges will not substantially change the runoff patterns of any of the creeks.
- f) Construction and operation of the proposed Coffee Creek Road over Adams Creek Bridge, Coffee Creek Road over Coffee Creek Bridge, and the Ramshorn Road over Mumbo Creek Bridge Replacement Project 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 Adams Creek, Coffee Creek, and Mumbo 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 project 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>
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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo Creek Bridge Replacements Project involves the replacement of an existing bridge structure over three 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 Caltrans in order to provide a safe crossing over Adams Creek, Coffee Creek, and Mumbo 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 Adams Creek, Coffee Creek, and Mumbo 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 Coffee and Adams Creeks; Timber Preserve/ Resource at Mumbo Creek). 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a,b) The Coffee Creek Road sites are located on a patented gold mining claim that is not currently being mined. There are several other historic gold mines and inactive claims along Coffee Creek Road. However the area is not designated locally or by the State Geologist as an important mineral resource area.

Replacement of the two existing bridges on Coffee Creek Road would not result in the loss of availability of this mineral resource, or the viability of the mining claim on the subject property. Replacement of the functionally obsolete, structurally deficient bridges will facilitate mineral extraction in the long term, by providing safer bridges with higher load ratings.

The Mumbo Creek study area has also not been designated by the State Division of Mines and Geology or the County as having an important mineral resource. It is unlikely that the Mumbo Creek project site would be considered an important mineral resource.

	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo 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.” There are no sensitive receptors, such as residences, that are close enough to any of the sites to be affected by construction noise. 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 in the vicinity.

- b) Construction activities would potentially produce groundborne vibrations. In particular, if bedrock is not close to the surface, driven or drilled piles could be used. Pile driving could result in high, percussive noise levels and groundborne vibrations for a few days. However, since there are no sensitive receptors (e.g. residences) nearby, the noise would not expose people to excessive groundborne vibration or noise.
- 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. There are no human sensitive receptors that would be disturbed by the construction noise. However, to mitigate impacts on wildlife, as discussed above in *Section IV Biological Resources*, construction activities that generate noise (operating equipment) will be scheduled during daylight hours (1/2 hour after sunrise to 1/2 hour before sunset), as required by *Mitigation Measure #2 – Northern Spotted Owl* stated above.
- e,f) None of the project sites are 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

There will be noise impacts on humans. *Mitigation Measure #2—Northern Spotted Owl* will limit the hours of construction noise to limit impacts on wildlife.

	<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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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 Adams Creek, Coffee Creek, and Mumbo Creek with new bridges would not induce substantial population growth in the nearby community of Trinity Center. It will not increase traffic capacity or extend road access beyond what is available without the project. It would improve traffic safety on Coffee Creek Road where it crosses over Adams Creek and Coffee Creek and on Ramshorn Road where it crosses over Mumbo Creek.
- b) Existing housing within the community of Trinity Center 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impact

- a) The proposed Coffee Creek Road at Adams Creeks, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo 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 Adams Creek, Coffee Creek, and Mumbo 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.

	<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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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) Coffee Creek Road provides access to the Trinity Alps Wilderness Area. The proposed project would not increase the level of use at existing recreational facilities in the Trinity Alps Wilderness Area. Ramshorn Road provides an access route between Castle Crag State Park to the east and the Trinity Alps Wilderness Area to the west. The proposed project would not increase the level of use at either of these existing recreational areas.
- 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 results 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"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion of Impacts

- a) 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 Coffee Creek Road and Ramshorn 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 Adams Creek, Coffee Creek, and Mumbo 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 each bridge 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 require water after construction. 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, 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 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 three existing bridge structures with three new bridges. The project would not introduce new development into a previously undeveloped area. The project sites are near resource and recreational uses, and near the Shasta-Trinity National Forest. Existing open space 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 Coffee Creek Road at Adams Creek, Coffee Creek Road at Coffee Creek, and Ramshorn Road at Mumbo Creek Bridge Replacements Project, particularly during the construction phase, could result in a variety of impacts on human beings. However, these effects would not be substantial because there are no residences or other human uses close enough to any of the sites to be affected by the temporary increase in noise or the temporary decreases in air quality and water quality resulting from construction activities. After construction, the projects will benefit humans by creating safer bridges and road approach alignments on Coffee Creek and Ramshorn Roads.

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 is 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 County 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

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- 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 or 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 the Adams Creek, Coffee Creek, or Mumbo 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.
- Construction activities that will impact “water of the U.S.” shall be conducted during the dry season (June 1 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 and that do not qualify as routine maintenance (the majority of FHWA projects), Clean Water Act Section 402 (NPDES) requires the adoption of additional mitigation measures (including a SWPPP) to be included into FHWA projects. If applicable comply with the terms and conditions of the appropriate NPDES Construction General Permit and/or state permit requirements.
- 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 Adams Creek, Coffee Creek, Mumbo 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.

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. 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:
 4. Prevent further contamination
 5. Notify appropriate authorities, including the Contracting Officer (CO) and Cal EMA (800) 852-7550
 6. 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.

Chapter 5 References

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EXHIBIT C

MITIGATION, MONITORING, AND REPORTING PROGRAM

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

Mitigation Monitoring and Reporting Program

1. Introduction

This document comprises the Mitigation Monitoring and Reporting Program (MMRP) for the 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 (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			
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>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 ½ 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</p> <p>Preconstruction</p> <p>Construction</p>	<p>CFLHD (contract specifications)</p> <p>Contractor (tree removal)</p> <p>Contractor (implementation)</p> <p>CFLHD (monitoring)</p> <p>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</p> <p>Preconstruction</p> <p>Construction</p>	<p>CFLHD (contract specifications)</p> <p>Contractor (tree removal)</p> <p>Contractor (implementation, provide biologist)</p> <p>CFLHD (monitoring)</p> <p>Biologist (surveys and monitoring)</p> <p>County (complaint resolution)</p> <p>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 Adams Creek, Coffee Creek, or Mumbo 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 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 Adams Creek, Coffee Creek, Mumbo 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 	Preconstruction	CFLHD (contract specifications) CFLHD or Contractor (prepare SWPPP and obtain NPDES Permit coverage)	
	Construction	Contractor (implementation) CFLHD (monitoring) NCRWQCB (enforcement)	

<p>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>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)