

**DRAFT INITIAL STUDY WITH  
PROPOSED MITIGATED NEGATIVE DECLARATION  
MILTON ROAD OVER HOODS CREEK BRIDGE REPLACEMENT  
STANISLAUS COUNTY, CALIFORNIA**



**Prepared for:**



Stanislaus County  
Department of Public Works  
1716 Morgan Road  
Modesto, CA 95358

**Prepared by:**

Dokken Engineering  
110 Blue Ravine Road, Suite 200  
Folsom, California 95630

**May 2022**

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Stanislaus County, Attn: Chuck Covolo, Project Manager, Stanislaus County, 1716 Morgan Road, Modesto, CA. Phone No. (209) 525-4101

## Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

### **PROJECT DESCRIPTION**

Stanislaus County Public Works Department (County), in coordination with the California Department of Transportation (Caltrans), is proposing to replace the existing Milton Road over Hoods Creek Bridge (Bridge No. 38C0232) with a two-lane bridge structure to provide improved safety and operations on the facility as part of the Milton Road over Hoods Creek Bridge Replacement Project. The existing bridge has been flagged as Functionally Obsolete by Caltrans under the Federal Highway Administration prescribed inspection criteria. The Project is needed to meet current structural design standards.

### **DETERMINATION**

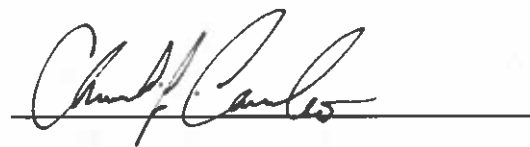
This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the County's intent to adopt an MND for this Project.

Stanislaus County has prepared an Initial Study for this Project and has determined from this study that the Project would not have a significant effect on the environment for the following reasons:

The Project would have no impact on energy, land use and planning; mineral resources; population and housing; public services, recreation; and wildfire.

The Project would have a less than significant impact on aesthetics; agriculture and forest resources; geology and soils; greenhouse gas emissions; and utilities and service systems.

The Project would have less than significant impact with mitigation incorporated on air quality; biological resources; cultural resources; hazards and hazardous materials; hydrology and water quality; noise; transportation and traffic; tribal cultural resources; and mandatory findings of significance.



Chuck Covolo  
Project Manager  
Department of Public Works  
Stanislaus County

05-16-2022

Date

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## EXECUTIVE SUMMARY

Stanislaus County, in coordination with the Caltrans, is proposing to replace the existing Milton Road over Hoods Creek Bridge (Bridge No. 38C0232) with a two-lane bridge structure to provide improved safety and operations on the facility as part of the Milton Road over Hoods Creek Bridge Replacement Project. The bridge replacement would be a two-span, cast-in-place, post-tensioned slab bridge supported on skewed abutments and a row of 24" diameter pile extension. Table i, below, provides a summary of potential impacts to environmental resources from the Project.

This environmental document is prepared in conformance with the requirements of the California Environmental Quality Act (CEQA) Public Resources Code 21000-21178. Stanislaus County is the Lead Agency for CEQA implementation.

**Table i: Summary of Potential Impacts**

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Aesthetics	Less than significant	N/A
Agriculture and Forest Resources	Less than significant	N/A
Air Quality	Less than significant with mitigation incorporated	Dust and erosion control during construction.
Biological Resources	Less than significant with mitigation incorporated	Environmentally Sensitive Area Fencing; pre-construction nesting bird surveys; and measures to minimize or avoid impacts to special status wildlife species.
Cultural Resources	Less than significant with mitigation incorporated	Compliance with regulations relating to discovery of previously unknown cultural resources or human remains.
Energy	No impact	N/A
Geology and Soils	Less than significant	Standard BMPs incorporated.
Greenhouse Gas Emissions	Less than significant	Comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.
Hazards and Hazardous Materials	Less than significant with mitigation incorporated	Proper handling of potential hazardous materials.
Hydrology and Water Quality	Less than significant with mitigation incorporated	Standard BMPs and Storm Water Management Plan.
Land Use and Planning	No impact	N/A
Mineral Resources	No impact	N/A
Noise	Less than significant with mitigation incorporated	Minimize construction-generated noise.
Population and Housing	No impact	N/A
Public Services	No impact	N/A
Recreation	No impact	N/A

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Transportation/ Traffic	Less than significant	N/A
Tribal Cultural Resources	Less than significant with mitigation incorporated	Compliance with regulations relating to cultural resources
Utilities and Service Systems	Less than significant	N/A
Wildfire	No impact	N/A
Mandatory Findings of Significance	Less than significant with mitigation incorporated	With mitigation measures in place, all impacts will be reduced to less than significant. Potentially cumulative impacts to biological resources will also be reduced to less than significant impacts with mitigation incorporated.

The detailed CEQA checklist summarizing specific Project impacts is included within each of the sections of the Initial Study provided in Chapter 2 of this document.

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- Appendix C – Mitigation Monitoring and Reporting Program
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## LIST OF ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ADT	Average Daily Traffic
APE	Area of Potential Effects
AUL	Activity and Use Limitations
bgs	below ground surface
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCIC	Central California Information Center
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFG	California Fish and Game
CFR	Code of Federal Regulation
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CTS	California Tiger Salamander
CWA	Clean Water Act
dB	Decibel
dBA	Decibel A-weighted
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Plan
GHG	greenhouse gases
ISA	Initial Site Assessment
L <sub>max</sub>	Maximum Sound Level

LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MT CO <sub>2e</sub>	Metric Tonnes Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Protection Act
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	Ozone
OHP	Office of Historic Preservation
OHWM	Ordinary High-Water Mark
Pb	Lead
PM	Particulate Matter
PRC	Public Resources Code
Program	Storm Water Management Program
Project	Milton Road over Hoods Creek Bridge Replacement Project
REC	Recognized Environmental Conditions
ROG	Reactive organic compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SEWD	Stockton East Water District
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>2</sub>	Sulfur Dioxide
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
WSE	Water surface elevation

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## **1.0 PROJECT**

### **1.1 INTRODUCTION**

Stanislaus County, in coordination with Caltrans, proposes to replace the existing Milton Road over Hoods Creek Bridge (Bridge No. 38C0232) with a two-lane bridge structure to provide improved safety and operations on the facility.

### **1.2 PROJECT DESCRIPTION**

The Milton Road over Hoods Creek Bridge is located in the northern part of Stanislaus County, California approximately 1.6 miles south of State Route 4, Section 23, Township 1N, Range 10E (37.921142 N, 120.843756 W). The existing Milton Road over Hoods Creek Bridge was constructed in 1931 and is a north-south two-lane road classified as a Major Collector Rural Road connecting Stanislaus County and San Joaquin County. Currently, the existing 123-foot-long bridge has an average daily traffic (ADT) of approximately 1,778 vehicles per day. The existing bridge has been flagged as Functionally Obsolete by Caltrans under the Federal Highway Administration (FHWA) prescribed inspection criteria. The Project is needed to meet current structural design standards to provide improved safety and operations on the facility.

The existing 6-span reinforced T-beam bridge is 123 feet long and 22.3 feet wide. The bridge replacement would be a two-span, cast-in-place post-tensioned slab bridge supported on skewed abutments and a row of 24" diameter pile extension. The bridge structure would be 126' long, 32' wide and would include two 11-foot lanes with 3-foot shoulders and 2-foot-wide Concrete Barrier Type 85. The bridge will be supported on seat type abutments founded on cast-in-steel-shell piles and a pier founded on pile extensions. The design will meet current American Association of State Highway and Transportation Officials (AASHTO) standards and Stockton East Water District (SEWD) requirements. This Project is included in the Fiscal Years 2018/2019 Federal Transportation Improvement (FTIP) and is funded through the Highway Bridge Program.

It is anticipated that excavators, dozers, dump trucks, concrete trucks, drill rigs, and concrete pumps will be required to construct the new bridge.

There are existing overhead electrical lines on the east of the roadway that will require relocation. Close coordination with the local utility companies will be carried out in order to manage the temporary and/or permanent relocation of these utilities. No permanent right of way acquisition is anticipated for the new bridge, but temporary right of way would be needed from two adjacent properties to detour Milton Road over the creek upstream or downstream of the existing bridge. Milton Road over Hoods Creek will remain open during construction by creating a temporary road immediately east or west of the existing bridge.

Construction within Riverine – Hoods Creek would be limited to temporary ground disturbance associated with construction activities, installation of a temporary water diversion, and minimal permanent fills as a result of foundation removal and repairs and rock slope protection to prevent erosion. A water diversion will be installed if water is present within the channel. This diversion will accommodate the normal flow of Riverine – Hoods Creek. The temporary water diversion plan will ultimately be designed by the contractor but will likely consist of plastic sheeting and

sand or gravel bags, or similar material, to temporarily re-direct flows through a temporary culvert. A temporary road will be constructed over the temporary culvert to accommodate traffic during construction. The temporary water diversion will be removed upon completion of construction.

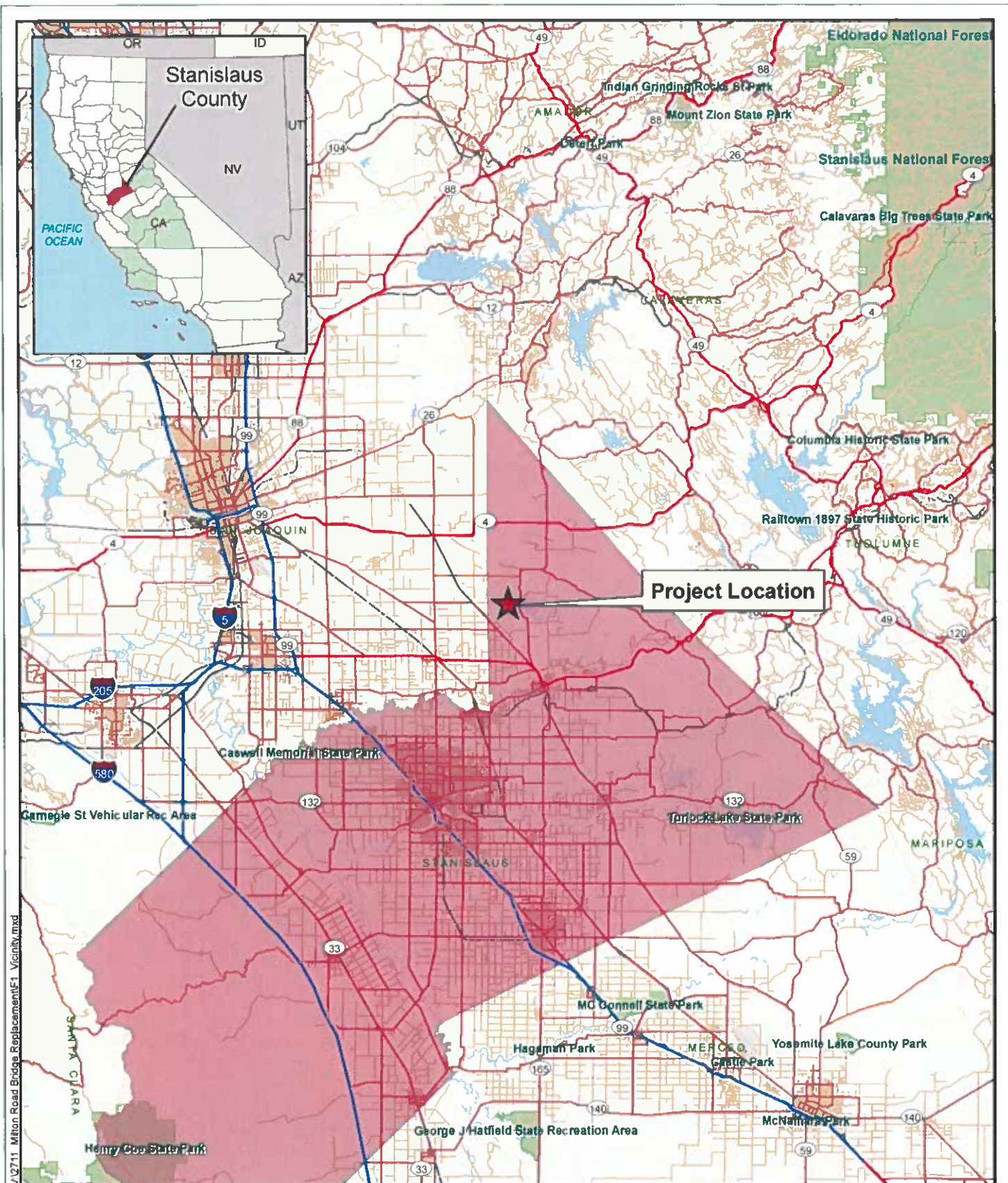
Construction is anticipated to begin in July 2024 and is proposed to take approximately 8 months to complete.

### 1.3 PERMITS AND APPROVALS NEEDED

Environmental findings within the Project include impacts to waters of the U.S., impacts to habitat for federally and state listed wildlife species, potential effects to water quality, and utility relocations. The following consultations and environmental permits will be obtained prior to the start of construction.

**Table 1: Permit and Approvals Needed**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
Regional Water Quality Control Board	401 Water Quality Certification	Will be Obtained Prior to Construction
Environmental Protection Agency	Clean Water Act 402 National Pollutant Discharge Elimination System	Will be Obtained Prior to Construction
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	Will be Obtained Prior to Construction
United States Army Corps of Engineers	404 Nationwide Permit 14	Will be Obtained Prior to Construction
California Department of Fish and Wildlife	2081 Incidental Take Permit	Will be Obtained Prior to Construction
United State Fish and Wildlife Service	Biological Opinion for California Tiger Salamander	Will be Obtained Prior to Construction



V:\2711 Milton Road Bridge Replacement\F1\_Vicinity.mxd

Source: ESRI 2008; Dokken Engineering 10/29/2021; Created by: hsheldon



**FIGURE 1**  
**Project Vicinity**  
 BRLS-5938(262)  
 Milton Road over Hoods Creek Bridge Replacement Project  
 Stanislaus County, California





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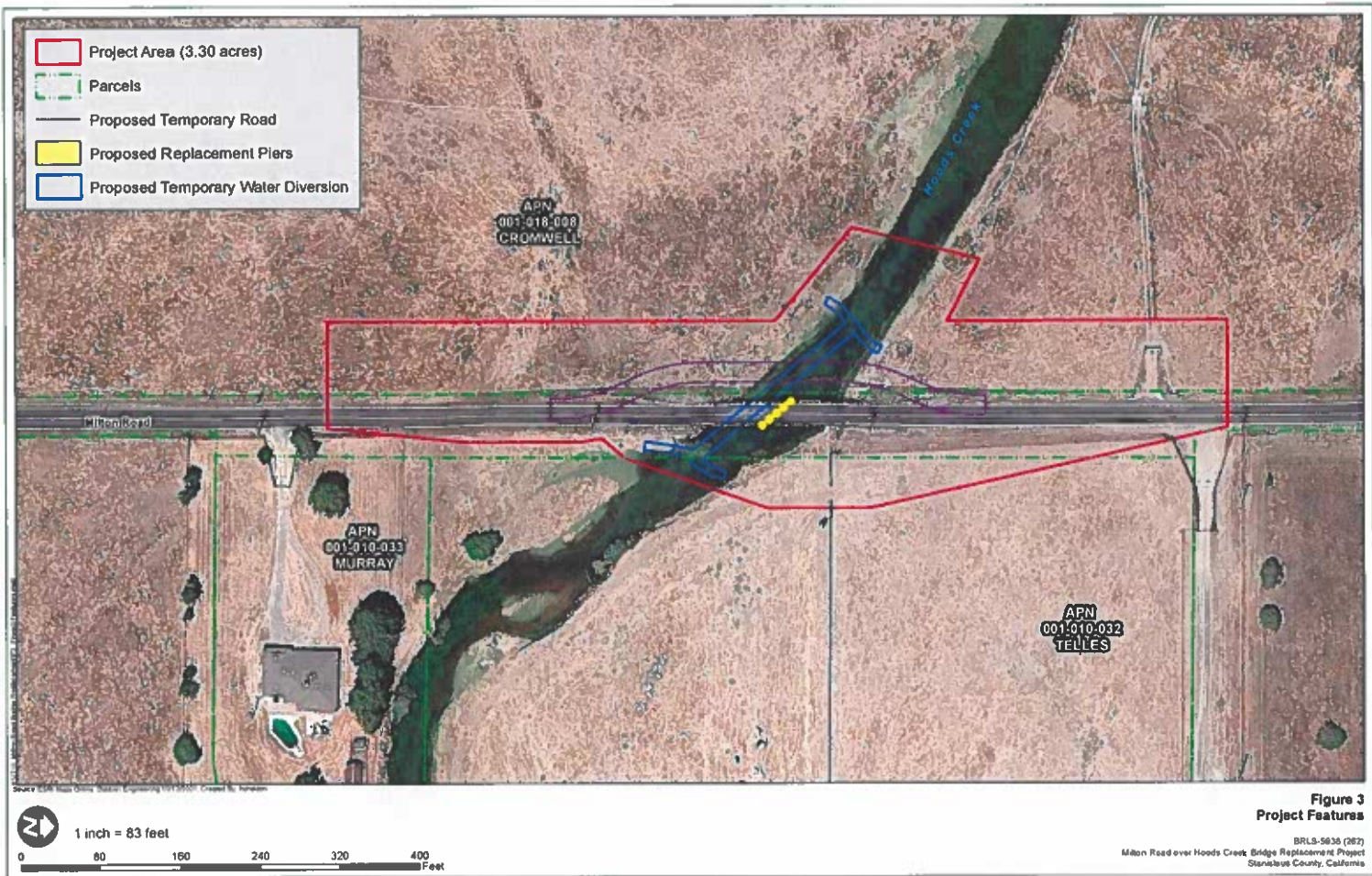
Source: ESRI World Street Maps Online; Dokken Engineering 10/29/2021; Created by: hsheldon



**FIGURE 2**  
**Project Location**  
 BRLS-5938(262)  
 Milton Road over Hoods Creek Bridge Replacement Project  
 Stanislaus County, California

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## 2.0 Initial Study

This chapter explains the impacts that the Project would have on the human, physical, and biological environments in the Project area. It describes the existing environment that could be affected by the Project, potential impacts from the alternatives, and avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow.

### 2.1 AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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"/>

#### **REGULATORY SETTING**

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with... enjoyment of aesthetic, natural, scenic and historic environmental qualities (CA Public Resources Code Section 21001[b])." Stanislaus County does not have specific sections or chapters regarding aesthetics or visual resources within their respective General Plans.

#### **DISCUSSION**

##### *a) Have a substantial adverse effect on a scenic vista?*

**No Impact.** No designated scenic vistas are at or near the proposed Project area. Milton Road is not a designated Scenic Highway in the National Scenic Byways Program nor is it a State Scenic Highway (Scenic America 2022). No lands preserved under a scenic easement or contract are within or adjacent to the Project area. Furthermore, there are no Wild and Scenic Rivers within the Project corridor, as designated per the Wild and Scenic Rivers Act of 1968. Therefore, the Project would have **No Impact** to a scenic vista or Wild and Scenic River.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The Project would not substantially change the existing visual character or quality of public views of the site. The Project site is not located within a State Scenic Highway nor is the site visible from a state highway, including any state highways designated as scenic highways. Furthermore, the Project would only require minimal vegetation removal, but no trees are anticipated to be removed. Therefore, **No Impact** to scenic resources within a State Scenic Highway would result from development of the Project, and no mitigation is required.

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?*

**Less Than Significant Impact.** The proposed Project does not include major vertical features or other visual intrusions that would block views of the surrounding agricultural setting. The existing bridge will be replaced by a similarly sized structure, and therefore changes in the visual environment would be minimal and would not drastically alter the Project area or surrounding environment. During construction, motorists and nearby residents may observe heavy construction equipment, temporary traffic control features, lighting, and construction workers. Visual effects due to Project construction would be short-term and would cease to persist upon Project completion. Visual impacts would be temporary and therefore, will be **Less Than Significant Impact**.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**No Impact.** The Project would not create a new source of light or glare, and therefore would not impact nighttime views in the area. The Project would have a **No Impact** on new substantial light sources, or glares that would affect day or nighttime views.

#### **FINDINGS**

The Project would have **Less Than Significant Impact** relating to aesthetics.

**2.2 AGRICULTURE AND FOREST RESOURCES**

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

Would the Project:

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

**AFFECTED ENVIRONMENT**

Agriculture is the leading industry in Stanislaus County and the Project area includes parcels under the Williamson Act, also known as the California Land Conservation Act of 1965. The proposed bridge replacement would not conflict with the goals and objectives defined in the Agricultural Element of the Stanislaus County General Plan, which was designed to strengthen the agricultural sector and conserve agricultural lands for agricultural uses.

**DISCUSSION**

- 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?*

**No Impact.** A database search was conducted through the California Department of Conservation- *Important Farmland Finder* to identify Prime and Unique Farmland in the vicinity of the Project area (California Department of Conservation 2021). This query revealed that land within and directly adjacent to the Project area is classified as Grazing Land and is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Project would have **No Impact** to Prime and Unique Farmland or Farmland of Statewide Importance.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**Less Than Significant Impact.** The Project would not conflict with existing zoning for agricultural use, since no permanent right-of-way acquisition is anticipated, and the proposed Project features would remain within Stanislaus County right-of-way. Two parcels adjacent to the existing bridge are under the Williamson Act (Figure 4. Parcels under the Williamson Act). The Project would require a temporary construction easement of approximately 1.7 acres from APN 001-018-008 (Cromwell), west of the existing bridge, to accommodate a temporary road during construction, as well as approximately 0.3 acres from APN 001-010-032 (Telles) for construction access. After completion of the Project, all temporary structures would be removed from these properties. The Project would only result in temporary impacts due to construction and is consistent with state and local farmland protection programs and policies. Therefore, the Project would have a **Less Than Significant Impact** on farmland and Williamson Act land.

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact.** There are no forests or forest resources located within the Project area. Therefore, the Project will have **No Impact** to existing zoning, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** There are no forests or forest resources located within the Project area. Therefore, the Project would have **No Impact** to loss of forest land or conversion of forest land to non-forest use.





**Figure 4**  
**Parcels under the Williamson Act**

©RLS-5638(262)  
 Milton Road over Hoods Creek Bridge Replacement Project  
 Stanislaus County, California

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** The land adjacent to the Project area would continue to be used for agriculture and no permanent right-of-way acquisition is anticipated. Therefore, the Project would have **No Impact** to additional conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

***FINDINGS***

The Project would have **Less Than Significant Impact** relating to agriculture and forest resources.

## 2.3 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:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### REGULATORY SETTING

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

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO<sub>2</sub>, O<sub>3</sub>, and PM. California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTPs) are developed to include all of the transportation projects planned for a region over a period of years, usually at least 20 years. Based on the projects included in the RTP, an air quality model is developed to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the CAA are met. If the conformity analysis is successful, the regional planning organization, such as the San Joaquin Valley Air Pollution Control District (SJVAPCD) for Stanislaus County, and the appropriate federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the State Implementation Plan (SIP) for achieving the goals of the CAA. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the transportation project are the same as described in the RTP, then the project is deemed to meet regional conformity requirements for purposes of project-level analysis.



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### **Federal and State Ambient Air Quality Standards**

California and the federal government have established standards for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The pollutants of greatest concern in the Project area are O<sub>3</sub>, PM 2.5 microns (PM<sub>2.5</sub>) and PM 10 microns (PM<sub>10</sub>).

### **State Regulations**

Responsibility for achieving California's air quality standards, which are more stringent than federal standards, is placed on the California Air Resources Board (CARB) and local air districts and is to be achieved through district-level air quality management plans that will be incorporated into the SIP. In California, the Environmental Protection Agency (EPA) has delegated authority to prepare SIPs to the CARB, which, in turn, has delegated that authority to individual air districts.

The CARB has traditionally established state air quality standards, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and approving SIPs.

Responsibilities of air districts include overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of environmental documents required by CEQA.

The California CAA of 1988 substantially added to the authority and responsibilities of air districts. The California CAA designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement transportation control measures. The California CAA focuses on attainment of the state ambient air quality standards, which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards.

The California CAA requires designation of attainment and non-attainment areas with respect to state ambient air quality standards. The California CAA also requires that local and regional air districts expeditiously adopt and prepare an air quality attainment plan if the district violates state air quality standards for CO, SO<sub>2</sub>, NO<sub>2</sub>, or O<sub>3</sub>. These Clean Air Plans are specifically designed to attain these standards and must be designed to achieve an annual 5% reduction in district-wide emissions of each non-attainment pollutant or its precursors. Where an air district is unable to achieve a 5% annual reduction, the adoption of "all feasible measures" on an expeditious schedule is acceptable as an alternative strategy (Health and Safety Code Section 40914(b)(2)). No locally prepared attainment plans are required for areas that violate the state PM<sub>10</sub> standards.

The California CAA requires that the state air quality standards be met as expeditiously as practicable but, unlike the federal CAA, does not set precise attainment deadlines. Instead, the

act established increasingly stringent requirements for areas that will require more time to achieve the standards.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides CARB recommendations for the siting of new sensitive land uses (including residences) near freeways, distribution centers, ports, refineries, chrome plating facilities, dry cleaners, and gasoline stations. The handbook recommends that new development be placed at distances from such facilities.

#### **AFFECTED ENVIRONMENT**

The proposed Project is located within the San Joaquin Valley Air Basin and is under the auspices of the SJVAPCD. No additional capacity is proposed for the Project (no new through- or turn-lanes) and the Project would not result in any new trips, vehicle miles traveled, or vehicle hours traveled in the permanent condition. Table 1 of the Caltrans Transportation Project-Level Carbon Monoxide Protocol lists specific types of projects that are exempt from all emissions analyses for determining air quality conformity. Included in the list is "Widening narrow pavements or reconstructing bridges (no additional travel lanes)". Additionally, since the Project is consistent with these requirements, the Project will not be increasing operational traffic and it is assumed to be consistent with SJVAPCD and is exempt from local conformity review.

#### **DISCUSSION**

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

**No Impact.** The Project is consistent with the site land use and zoning; construction easements would be temporary, and replacement of an existing bridge with no additional travel lanes would not conflict with or obstruct implementation of any federal, state or local air quality plan. Therefore, the Project would have **No Impact** to applicable air quality plans.

b) *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?*

**Less Than Significant with Mitigation Incorporated.** The CARB is required to designate areas of the state as attainment, non-attainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once within a calendar year. The air quality attainment status of Stanislaus County, through the NAAQS and California Ambient Air Quality Standards (CAAQS) is shown on Table 2.

**Table 2: NAAQS and CAAQS Attainment Status for Stanislaus County**

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 8-Hour	No Federal Standard	Non-attainment/Severe

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 1-Hour	Non-attainment/Extreme	Non-attainment
PM <sub>10</sub>	Attainment	Non-attainment
PM <sub>2.5</sub>	Non-attainment	Non-attainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Sources: CARB 2020, EPA 2020

#### *Long Term Emissions*

The proposed Project would replace an existing two-lane bridge, adding no additional travel lanes. As a result, no additional long-term emissions are expected to be generated as a result of the Project.

#### *Construction Emissions*

All construction impacts to air quality would be short-term and intermittent, approximately 8 months, and would be contained within the Project area, approximately 3.30 acres. The emission of pollutants during construction would not contribute significantly to a net increase of any criteria pollutant, as seen in Table 3 below.

All construction activities would follow the SJVAPCD rules and would implement all appropriate air quality Best Management Practices (BMPs), including minimizing equipment idling time and use of water or similar chemical palliative to control fugitive dust. The implementation of BMPs listed in **AQ-1** and **AQ-2** would further minimize potential impacts on air quality as a result of construction. These measures provide compliance guidelines for minimizing fugitive dust to protect sensitive receptors in the vicinity. With adherence to **AQ-1** and **AQ-2** construction emissions would result in a **Less Than Significant with Mitigation Incorporated**.

#### *c) Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant with Mitigation Incorporated.** There is one sensitive receptor adjacent to the Project, including one residential property approximately 200 feet from Project limits. During

construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO<sub>x</sub>, volatile organic compounds, directly emitted PM<sub>10</sub> and PM<sub>2.5</sub>, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction activities may also result in small increases in traffic congestion as a result of the proposed temporary traffic detour, which will temporarily decrease the speed of traffic. Additional congestion can result in an increase in vehicle hours traveled, slower vehicle speeds and therefore increased emissions. However, these additional impacts would be minor and short term during the construction and none of the affected roadways convey large volumes of traffic daily.

Construction emissions were estimated using the latest Sacramento Metropolitan Air Quality Management District's Road Construction Model (Version 8.1.0, SMAQMD 2018). Construction-related emissions for the proposed Project are presented in Table 3. The emissions presented are based on the best information available at the time of calculations. The emissions represent the peak daily construction emissions that would be generated by construction of the proposed Project.

**Table 3. Construction Emissions from Construction Activity**

Activity	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	ROG (lbs/day)	SO <sub>x</sub> (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
Grubbing/Land Clearing	9.56	8.93	0.91	0.02	0.54	0.38
Grading/Excavation	64.82	79.87	7.71	0.16	3.45	3.00
Drainage/Utilities/ Sub-Grade	46.73	55.38	5.42	0.11	2.42	2.10
Paving	12.86	9.11	0.93	0.02	0.47	0.41
<i>Maximum daily (lbs/day)</i>	<i>64.82</i>	<i>79.87</i>	<i>7.71</i>	<i>0.16</i>	<i>3.45</i>	<i>3.00</i>
<i>Project Total (tons/construction project)</i>	<i>5.07</i>	<i>6.03</i>	<i>0.59</i>	<i>0.01</i>	<i>0.26</i>	<i>0.23</i>

SMAQMD Road Construction Model (2018)

#### *Toxic Air Contaminants*

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. In addition, incidental amounts of toxic substances such as oils, solvents, and paints would be used during construction. These substances would comply with all applicable SJVAPCD rules for their manufacture and use. Construction would have no permanent impact on sensitive receptors. BMPs outlined in measures **AQ-1** and **AQ-2** would further minimize the potential for construction emissions related impacts. Given the above analysis, the impact is considered to be a **Less Than Significant Impact with Mitigation Incorporated**.

- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

**Less Than Significant Impact.** There is one sensitive receptor adjacent to the Project, including one residential property approximately 200 feet from Project limits. The Project site is located within a rural area and construction activities would not produce sufficient quantities of other emissions that could lead to odors affecting a substantial number of people. Therefore, the Project would have a **Less Than Significant Impact** on emissions that could affect a substantial number of people.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

The following measures would be implemented as part of the Project to minimize short term construction related air quality emissions:

**AQ-1:** The construction contractor shall comply with the San Joaquin Valley Air Pollution Control District Rule VIII as it pertains to fugitive dust (PM10).

**AQ-2:** Wind Erosion Control best management practices will be implemented as follows:

- Water shall be applied on disturbed open soil by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
- All distribution equipment shall be equipped with a positive means of shutoff.
- Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the Project.
- If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK."
- Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

***FINDINGS***

The Project would have **Less than Significant Impacts with Mitigation Incorporated** relating to air quality.

**2.4 BIOLOGICAL RESOURCES**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game U.S. Fish and Wildlife Service, or NOAA Fisheries?	<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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**REGULATORY SETTING**

This section describes the Federal, State, and local plans, policies, and laws that are relevant to biological resources within the Biological Study Area (BSA), defined as the Project area plus a 50-foot buffer. The total area of the BSA is approximately 13.45 acres.

**Federal Regulations**

**National Environmental Policy Act**

The National Environmental Policy Act (NEPA) provides an interdisciplinary framework for environmental planning by Federal agencies and contains action-forcing procedures to ensure that Federal agency decision makers take environmental factors into account. NEPA applies whenever a Federal agency proposes an action, grants a permit, or agrees to fund or otherwise

authorize any other entity to undertake an action that could possibly affect environmental resources. Caltrans, under delegation from the FHWA, is the NEPA lead agency for this Project.

#### **Federal Endangered Species Act**

The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. section 1531 et seq.) provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. section 1533) and the ecosystems upon which they depend. These species and resources have been identified by United States Fish and Wildlife Services (USFWS) or National Marine Fisheries Service (NMFS).

#### **Clean Water Act**

The Clean Water Act (CWA) was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the U.S. CWA serves as the primary Federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. CWA empowers the U.S. EPA to set national water quality standards and effluent limitations, and includes programs addressing both point-source and non-point-source pollution. Point-source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or construction site. Non-point-source pollution originates over a broader area and includes urban contaminants in storm water runoff and sediment loading from upstream areas. CWA operates on the principle that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is CWA's primary regulatory tool. This Project will require a CWA Section 402 National Pollutant Discharge Elimination System (NPDES) Permit regulated by the EPA.

The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the U. S. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in USACE regulations).

The Regional Water Quality Control Board (RWQCB) has jurisdiction under Section 401 of the CWA and regulates any activity which may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of USACE (i.e., waters of the U.S. including any wetlands). The RWQCB also asserts authority over "waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act.

#### **Executive Order 13112: Prevention and Control of Invasive Species**

Executive Order (EO) 13112 (signed February 3, 1999) directs all Federal agencies to prevent and control introductions of invasive species in a cost-effective and environmentally sound manner. The EO and directives from the FHWA require consideration of invasive species in NEPA analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

### **Executive Order 13186: Migratory Bird Treaty Act**

EO 13186 (signed January 10, 2001) directs each Federal agency taking actions that could adversely affect migratory bird populations to work with USFWS to develop a Memorandum of Understanding that will promote the conservation of migratory bird populations. Protocols developed under the Memorandum of Understanding will include the following agency responsibilities:

- Avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- Restore and enhance habitat of migratory birds, as practicable; and
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist Federal agencies in their efforts to comply with the Migratory Bird Treaty Act (MBTA) (50 Code of Federal Regulations [CFR] 10 and 21) and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as “the action of or attempt to pursue, hunt, shoot, capture, collect, or kill” (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

### **State Regulations**

#### **California Environmental Quality Act**

California State law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The County of Stanislaus is the CEQA lead agency for this Project.

#### **California Endangered Species Act**

The California Endangered Species Act (CESA) (California Fish and Game (CFG) Code Section 2050 et seq.) requires the California Department of Fish and Wildlife (CDFW) to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires the CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the Project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the Project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].



**Section 1602: Streambed Alteration Agreement**

Under CFG Code 1602, public agencies are required to notify CDFW before undertaking any project that will divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Preliminary notification and project review generally occurs during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, CDFW is required to propose reasonable project changes to protect the resources. These modifications are formalized in a Streambed Alteration Agreement that becomes part of the plans, specifications, and bid documents for the project.

**Section 3503 and 3503.5: Bird and Raptors**

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could contain nesting sites.

**Section 3513: Migratory Birds**

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

***AFFECTED ENVIRONMENT***

Online databases from the USFWS, NMFS, CDFW's California Natural Diversity Database (CNDDDB), and the California Rare Plant Society (CNPS) were used to generate a list of special status species with potential of occurring in the vicinity of the Project.

On March 15, 2021, general biological surveys, habitat assessments, and a delineation of jurisdictional waters were conducted by Dokken Engineering biologists Scott Salembier, Hanna Sheldon, and Vincent Chevreuil. In addition, H.T. Harvey & Associates herpetologist John Romansic, PhD., and ecologist Kim Briones conducted a focused reconnaissance survey for the state and federally listed California tiger salamander (CTS). General biological surveys and habitat assessments included walking meandering transects, observing vegetation communities, compiling notes on observed flora and fauna, and assessing the potential for existing habitat within the BSA to support sensitive plants and wildlife. Jurisdictional delineations were conducted in accordance with the technical methods outlined in USACE A Field Guide to the Identification of the Ordinary High-Water Mark (OHWM) in the Arid West Region of the Western United States (Lichvar 2008).

**Physical Conditions**

Vegetation communities within the BSA include annual grassland, urban/barren, non-irrigated pasture, orchard, and seasonal wetland habitat. In addition, Hoods Creek provides stream channel habitat within the BSA (Figure 5. Waters and Vegetation Communities within the BSA and Figure 6. Project Effects to Sensitive Natural Communities).

**Annual Grassland**

Annual grassland occurs within the BSA to the east of Milton Road and along the banks of Riverine – Hoods Creek. This habitat is disturbed by livestock activity such as cattle grazing and is comprised of a variety of native and non-native grass and forb species, including popcorn flower

(*Plagiobothrys spp.*) and red-stemmed filaree (*Erodium cicutarium*). Annual grassland habitat provides suitable foraging habitat for a diverse array of bird species as well as marginal habitat to burrowing mammals such as gophers and field mice. Additionally, the underground refugia and upland habitat present within the annual grasslands is potentially suitable for CTS. Annual grasslands comprise approximately 8.25 acres (~61.3%) of the BSA.

#### Barren

The BSA includes Milton Road, a paved road which runs north to south through the entire Project area, as well as two turnoffs that provide access to neighboring properties. The roads are barren, compacted, and are regularly disturbed. Included in the southeastern portion of the BSA is compacted dirt driveway leading to a private property that borders Milton Road. The BSA contains approximately 1.27 acres (~9.4%) of urban/barren land.

#### Non-Irrigated Pastureland

There is an area of non-irrigated pastureland located in the northern portion of the BSA, east of Milton Road, that is dedicated to livestock housing and feeding. The BSA contains approximately 1.72 acres (12.7%) of non-irrigated pastureland.

#### Orchard

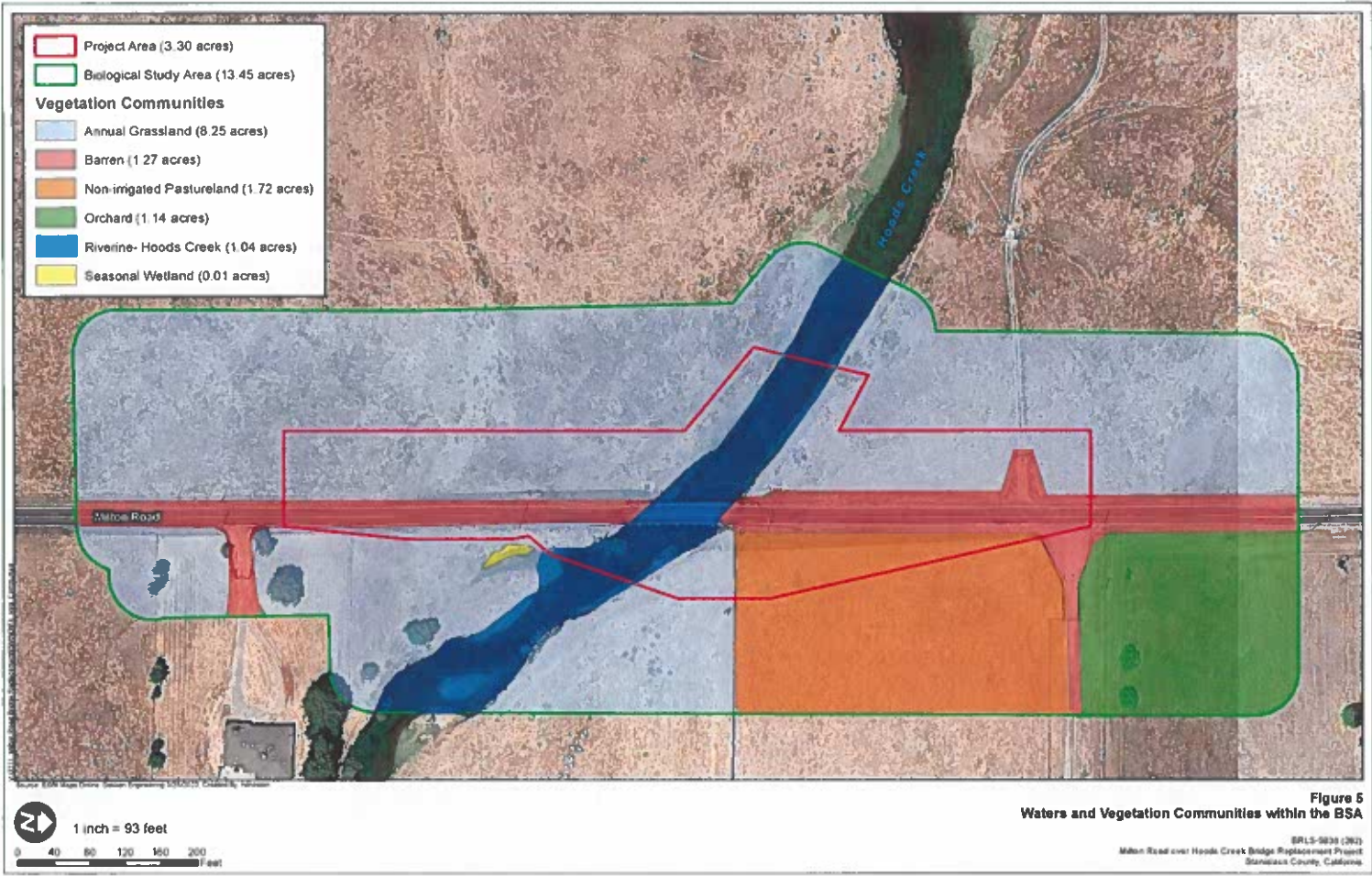
The northern corner of the BSA east of Milton Road is comprised of orchard land. Maintenance surrounding the orchards includes regular watering through irrigation lines, clearing orchard floors, and may include the use of pesticides. Orchard lands comprise approximately 1.14 acres (~8.47%) of the BSA.

#### Riverine – Hoods Creek

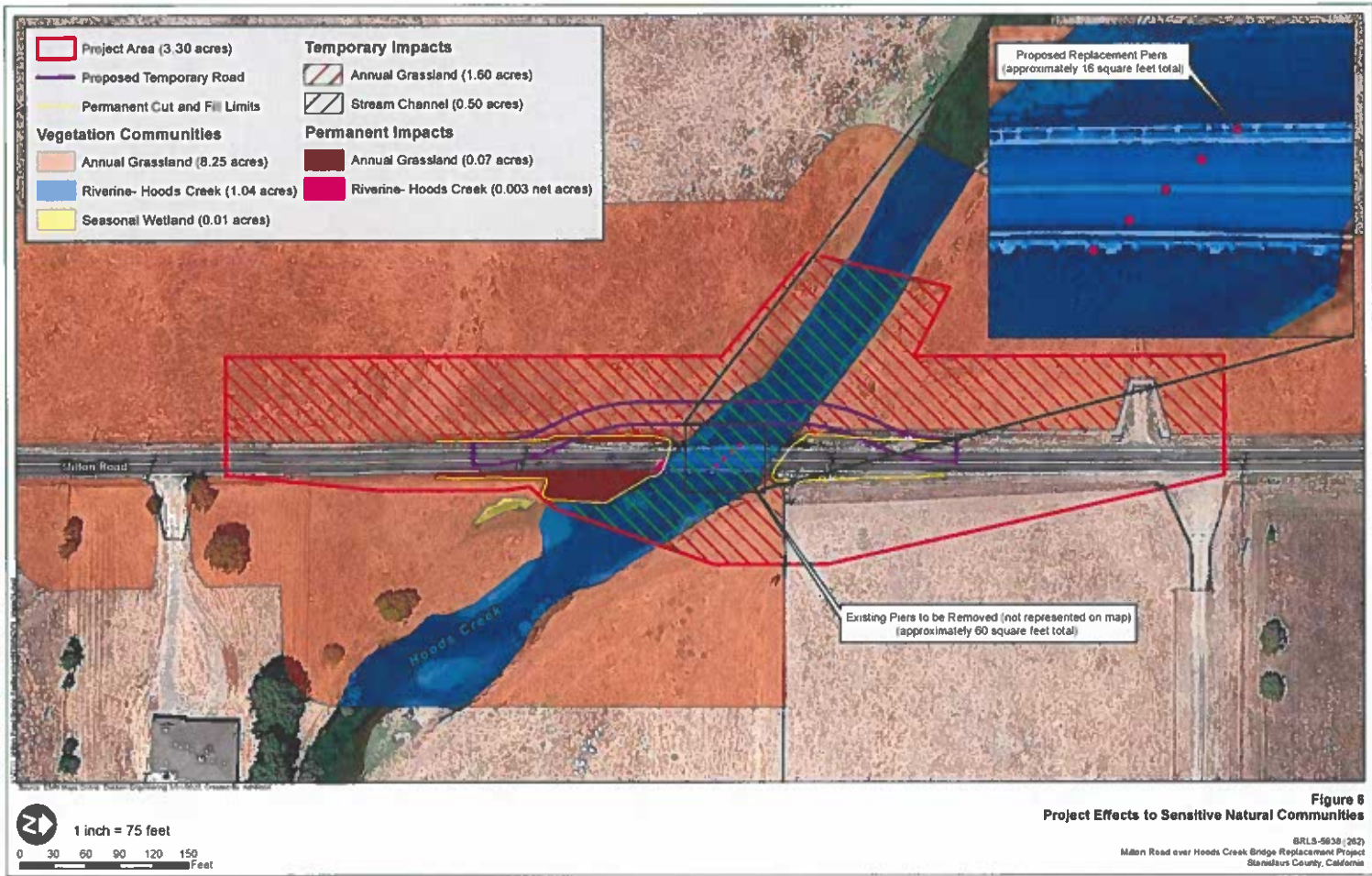
The BSA contains approximately 750 linear feet of Hoods Creek, which flows through the Project area from east to west. Hoods Creek is a natural, intermittent stream channel that is a tributary of the San Joaquin River. The channel, within the BSA, has defined banks that are bordered by annual grasslands on the north and south side. The channel flow volume varies throughout the year, as evident by the pattern of vegetation along the channel's banks. The BSA contains approximately 1.04 acres (~7.7%) of Hoods Creek.

#### Seasonal Wetland

Seasonal wetland habitat occurs as part of the hydrologic system of Riverine – Hoods Creek, within the annual grassland habitat east of Milton Road and south of Riverine – Hoods Creek. The seasonal wetland was determined to have three key characteristics of wetland features – hydrophytic vegetation, hydric soils, and wetland hydrology. Dominant vegetation within the seasonal wetland includes spike rush (*Eleocharis palustris*) and tall flatsedge (*Cyperus aerogrostis*). During the biological survey conducted on March 15, 2021, this wetland area was inundated with water. Additionally, the presence of hoofprints indicates that this wetland is disturbed by local cattle grazing. The BSA contains approximately 0.01 acres (~0.1%) of seasonal wetland habitat.







**Figure 6**  
**Project Effects to Sensitive Natural Communities**  
 BRLS-5638 | 267  
 Milton Road over Hoods Creek Bridge Replacement Project  
 Stanislaus County, California

## DISCUSSION

- 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, U.S. Fish and Wildlife Service, or NOAA Fisheries?*

**Less Than Significant Impact with Mitigation Incorporated.** Literature research, habitat assessments, and biological surveys determined that two special status wildlife species have the potential of occurring within the BSA: the CTS (*Ambystoma californiense*) and tricolored blackbird (*Agelaius tricolor*). The CTS is both federally and state listed as threatened and is considered to have a high potential to occur within the BSA based on nearby potential breeding habitat, presence of upland dispersal and estivation habitat, and nearby occurrences of the species. As a result of potential Project related impacts to CTS, formal consultation with USFWS and consultation with CDFW under Section 2081 for an Incidental Take Permit, will be required.

Tricolored blackbird is state listed as threatened and has a low to moderate potential to occur within the BSA, due to nearby occurrence of the species. However, no suitable tricolored blackbird habitat is present within the BSA, and no direct impacts to tricolored blackbird individuals or known tricolored blackbird colony nesting sites are anticipated. With the implementation of measures **BIO-1** through **BIO-24**, impacts to CTS, CTS habitat and tricolored blackbird will be minimized to a **Less Than Significant Impact with Mitigation Incorporated**.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**Less Than Significant Impact with Mitigation Incorporated.** Project impacts to sensitive habitats, including Riverine Hoods Creek, are anticipated to be minor and are not anticipated to substantially degrade the existing habitat community. The total net permanent impacts to Riverine Hoods Creek are approximately 0.003 acres (or 130 square feet). Additionally, approximately 0.50 acres of Riverine Hoods Creek would be temporarily impacted during construction to allow for equipment access, installation of the temporary water diversion, temporary road detour and demolition of the existing bridge. Temporary impacts to Riverine Hoods Creek will be restored upon completion of construction. The Project will minimize impacts to Riverine Hoods Creek through the use of avoidance and minimization measures, BMPs, and by complying with all permit conditions specified by regulatory agencies during the permitting phase of the Project. The Project will have a **Less Than Significant Impact with Mitigation Incorporated** to riparian and sensitive habitats.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Less Than Significant Impact with Mitigation Incorporated.** The Project is adjacent to one seasonal wetland, but all impacts to this jurisdictional feature would be avoided. Measures **BIO-1**, **BIO-2**, and **BIO-5** are included to protect water quality during construction and would also apply

for this section. With implementation of these measures, the Project would have a **Less Than Significant Impact with Mitigation Incorporated** on state or federally protected wetlands.

- 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?*

**Less Than Significant Impact.** The CDFW Biogeographic Information & Observation System (CDFW 2021) was reviewed to determine if the BSA is located within an Essential Connectivity Area. The BSA is within an area of Terrestrial Connectivity Rank 3 – Connections with implementation flexibility. This ranking indicates that this area has not been identified as a habitat linkage or species corridor; however, it holds connectivity importance, and its status may change depending on local land use. Implementation of this Project will not permanently fragment any existing natural habitats and therefore will not impact any existing habitat connectivity networks. The Project would require a temporary creek diversion that has the potential to limit fish passage through the BSA; however, this diversion would be completely removed upon the completion of work. Construction of the proposed Project would have a **Less Than Significant Impact** on the Project area in terms of its potential for use as migratory fish and wildlife corridors.

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

**No Impact.** There are no local policies or ordinances that protect biological resources in Stanislaus County; therefore, the Project will have **No Impact** with regards to conflict with any local policies or ordinances.

- 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?*

**No Impact.** There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the Project area; therefore, the Project will have **No Impact** or conflict with any habitat conservation plan.

#### **AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

The following avoidance, minimization, and mitigation measures along with BMPs have been incorporated into the Project design to minimize impacts to special status species and natural communities to the greatest extent practicable:

**BIO-1:** Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program shall include information regarding the sensitive habitats and special-status species occurring or potentially occurring within the Project area, and the importance of avoiding impacts to these species and their habitat.

**BIO-2:** Prior to the start of construction activities, the Project limits within environmentally sensitive areas (Riverine – Hoods Creek, annual grassland, seasonal wetland) will be

marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into sensitive resources.

**BIO-3:** BMPs will be incorporated into Project construction to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels):

- Exposed soils and material stockpiles would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities;
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution;
- All vehicle and equipment fueling/maintenance would be conducted outside of any surface waters;
- Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering jurisdictional waters;
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state;
- All construction materials would be hauled off-site after completion of construction;
- Upon completion of construction activities, any temporary barriers to surface water flow must be removed in a manner that would allow flow to resume with the least disturbance to the substrate.

**BIO-4:** Vegetation removal will be avoided to the greatest extent practicable. Where feasible, trees will be trimmed rather than removed.

**BIO-5:** Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must remain outside of Riverine – Hoods Creek and the seasonal wetland. Any necessary equipment washing must occur where the water cannot flow into water bodies.

**BIO-6:** A chemical spill kit must be kept onsite and available for use in the event of a spill.

**BIO-7:** Following the completion of construction, all sensitive natural areas (Riverine – Hoods Creek and annual grassland) disturbed by Project activities would be re-graded as to

decompact the soils and disturbed annual grassland habitat will be seeded with a California native hydroseed mix to allow the site to return to pre-construction conditions.

- BIO-8:** The Designated Biologist(s), approved by USFWS, will conduct a visual encounter preconstruction survey of the Project area for CTS no more than 14 days prior to the start of groundbreaking or other general construction activities that could affect the species. The surveys will pay particular attention to detecting burrows and other crevices and cover sites that could be used as refugia by the species. If construction stops for a period of two weeks or longer, a new preconstruction survey will be completed no more than 24 hours prior to restarting work.
- BIO-9:** Prior to the start of work, and immediately following preconstruction surveys and any burrow excavations, temporary silt fencing (or other types of fencing materials that will not entangle the species), will be installed around the limits of the project footprint to preclude construction equipment, vehicles, and personnel from encroaching on areas outside of these limits (i.e., ESAs such as aquatic features and undeveloped uplands), and to prevent CTS in outside areas from entering the work zones. Installation of this exclusion fencing will focus on where work areas abut suitable upland and/or aquatic habitats. Fencing also will include one-way escape funnels or ramps placed at regular intervals (to be determined in coordination with USFWS) to allow any individuals that become trapped inside the fenced area to leave, but not re-enter the Project footprint. Fencing will measure 12 inches above ground and will be buried at 6 inches below the ground to prevent individuals from attempting to burrow or move under the structure. The exclusion fencing will be well maintained throughout the course of construction and will be removed following Project completion.
- BIO-10:** In order to provide shelter for any individuals that may become trapped along the exclusion fence, wooden boards will be placed on the ground along the construction side of the fence line at regular intervals (to be determined in coordination with USFWS).
- BIO-11:** Plastic mono-filament netting (erosion control matting) or similar material that could trap CTS or other wildlife must not be used. Acceptable substitutes include jute, coconut coir matting or tackified hydroseeding compounds.
- BIO-12:** To avoid inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches greater than 6 inches deep must be covered at the end of the day or contain at least one escape ramp made of earth fill or wooden planks. All holes must be inspected by the Designated Biologist or on-site inspector at the beginning of each workday and before the holes and trenches are filled. Anything stored within the holes or trenches overnight must be inspected for CTS before being moved. If at any time a CTS is discovered, the project manager and Designated Biologist(s) will be notified and the agency approved biologist will conduct appropriate species observation and handling protocol, in accordance with USFWS.



**BIO-13:** The Designated Biologist(s) or on-site inspector will perform daily clearance sweeps under equipment, trucks, and other materials prior to commencement of work. In the event that a CTS is observed, the vehicles/equipment will not be moved until the individual has vacated the area of its own accord.

**BIO-14:** No construction activities will be conducted in upland or aquatic habitat areas where CTS may occur if: 1) it is raining, 2) there is a greater than 70 percent chance of rain based on the National Oceanic and Atmospheric Administration's (NOAA) National Weather Service forecast on any given workday, or 3) a rain event greater than 0.25 inch has occurred within the past 48 hours.

Following a rain event, as defined above, the Designated Biologist(s) will conduct visual encounter surveys for the species in all active work areas (including access roads and staging areas) prior to the resumption of construction activities and the use of access routes and staging areas.

**BIO-15:** If a water body will be temporarily dewatered by pumping, pump intakes shall be screened with wire mesh no larger than 5 millimeters. The intake should be placed within a perforated bucket or other method that reduces suction to prevent CTS from entering the pump system. Pumped water shall be managed in a manner that does not degrade water quality, and any water pumped out shall be released back into the water body in a manner that does not cause erosion.

**BIO-16:** The Designated Biologist(s) will be present on-site to monitor for CTS during the installation, replacement, and removal of all exclusion fencing. Additionally, when onsite, the biologist(s) will inspect the fencing for damage, to report any required remedial actions, and to clear the fenced area. Furthermore, this individual(s) will be present on-site during initial ground-disturbing and vegetation removal activities (i.e., clearing, grubbing, grading, excavating, filling, etc.). Anytime the Designated Biologist(s) is present on-site, s/he will check for any CTS trapped within the fenced areas and sheltering under the coverboards prior to the start of each workday. When not present on-site, the Designated Biologist(s) will be available on-call during all construction periods in the event that the species is detected.

**BIO-17:** All construction pipes, culverts, or similar structures that are stored on the construction site for one or more overnight periods will be capped or sealed with tape (or similar materials) or stored at least 3 ft. above ground level. They will be inspected thoroughly for CTS before being buried, capped, or otherwise used. If an individual is discovered during this inspection, the Designated Biologist(s) will be notified immediately.

**BIO-18:** Prior to construction, a Relocation Plan will be submitted to USFWS for approval. If a live CTS is encountered at any point during preconstruction or construction activities, the Designated Biologist(s) will exercise stop work authority in the vicinity of the individual and will not resume until the Designated Biologist(s) either has monitored the individual and allowed it to move away unharmed or has relocated it in accordance with

the Relocation Plan. The Designated Biologist(s) will notify USFWS of any such encounter (live or dead) as soon as possible and provide a summary of the date(s), location(s), description of the habitat in which it was found, and any other pertinent information.

**BIO-19:** Temporary and permanent impacts to CTS upland habitat (annual grasslands) will be mitigated at a minimum 0.5:1 ratio through the purchase of CTS upland credits at an agency approved mitigation bank. Mitigation banks may include Great Valley Conservation Bank or Deadman Creek Mitigation Bank but will depend on availability. Compensation mitigation will be determined through the formal Section 7 consultation process and during the ITP process with CDFW.

**BIO-20:** Prior to vegetation removal or initial ground disturbance during the nesting bird season (February 1<sup>st</sup> – September 30<sup>th</sup>) a pre-construction nesting bird survey must be conducted by a Project biologist prior to the start of work. The nesting bird survey must include the Project area plus a 300-foot buffer, where access is granted. Within 2 weeks of the nesting bird survey, vegetation in the surveyed area must be cleared/removed by the contractor or a supplemental nesting bird survey is required.

A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300-foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by CDFW.

**BIO-21:** Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.

**BIO-22:** All food-related trash must be disposed into closed containers and must be removed from the Project area daily. Construction personnel must not feed or otherwise attract wildlife to the Project area.

**BIO-23:** The contractor must not apply rodenticide or herbicide within the Project area during construction.

**BIO-24:** If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed.

#### ***FINDINGS***

The Project would have **Less Than Significant Impact with Mitigation Incorporated** relating to biological resources.

## 2.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### REGULATORY SETTING

CEQA established statutory requirements for establishing the significance of historical resources in Public Resources Code (PRC) Section 21084.1. The CEQA Guidelines (Section 15064.5(c)) also require consideration of potential Project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential effects on historical and archaeological resources are considered as part of a Project's environmental analysis. Historical resources, as defined in Section 15064.5 as defined in the CEQA regulations, include 1) cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register); 2) cultural resources included in a local register of historical resources; 3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a Project may have a significant effect on the environment if the Project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

### ***AFFECTED ENVIRONMENT***

An Area of Potential Effects (APE) was established as the area of direct and indirect effects and consists of an approximately 3.30-acre area. This includes all staging areas, street closures, bridge replacement, ground disturbance, temporary construction easements, water diversion, temporary water crossing, and utility relocations. A larger area was surveyed, approximately 9.5 acres, which fully encompasses the APE. The APE can be seen in Figure 7.

The vertical APE consists of a maximum of 40 feet below ground surface (bgs) to accommodate bridge piles and 10 feet bgs for the construction of bridge abutments. The minimum depth of ground disturbance is approximately 3 feet bgs, required for all roadway approach work, vegetation removal, and fill compaction. Utility pole relocation may be required, which involves approximately 5 feet bgs for the installation of new poles. Efforts to identify potential cultural resources in the APE included background research, a search of previously recorded archaeological site records and cultural resource identification reports on file at the California Historical Resources Information System Central California Information Center (CCIC), and a pedestrian ground surface survey.

A pedestrian survey was conducted by Michelle Campbell, M.A. (Archaeologist) on March 15, 2021, for the purpose of identifying and recording archaeological resources. No archaeological resources were identified within or adjacent to the APE. Hoods Creek Bridge (Bridge No. 38C0232) is a Category 5 bridge listed in the Caltrans Bridge Inventory.

#### ***Native American Consultation***

To help determine whether the Project may have an effect, Public Resources Code Section 21080.3.1 requires the CEQA lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed Project.

Dokken Engineering sent a letter requesting a search of the Sacred Lands File and a list of Native American individuals and organizations that may have knowledge of, or concerns regarding, cultural resources in the Project area was sent to the NAHC on January 14, 2021. Nancy Gonzalez-Lopez, from the NAHC, responded in an email dated February 5, 2021, that a search of their records failed to identify any known sacred lands or cultural resources in the "immediate Project area" On April 29, 2021, initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the Project and requested information regarding comments or concerns the Native American community might have about the Project. For those individuals that did not reply to the letter, follow-up emails (or phone calls when no email was available) were sent on May 18, 2021.

Project notification letters were sent out to the following tribes:

- North Valley Yokuts Tribe
- Southern Sierra Miwuk Nation

- Tule River Indian Tribe

To date, no responses have been received.

#### **DISCUSSION**

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

**No Impact.** Dokken Engineering obtained a record search (File #11629N) for the Project area and a one-mile radius surrounding the Project area from the CCIC, California State University, Sacramento on January 19, 2021. The record search was conducted by personnel from the Information Center. The search examined the Office of Historic Preservation (OHP) Historic Properties Directory, OHP Determinations of Eligibility, and *California Inventory of Historical Resources*. The results from the CCIC identified no cultural resources within the APE and four cultural resources that are within a one-mile radius of the APE.

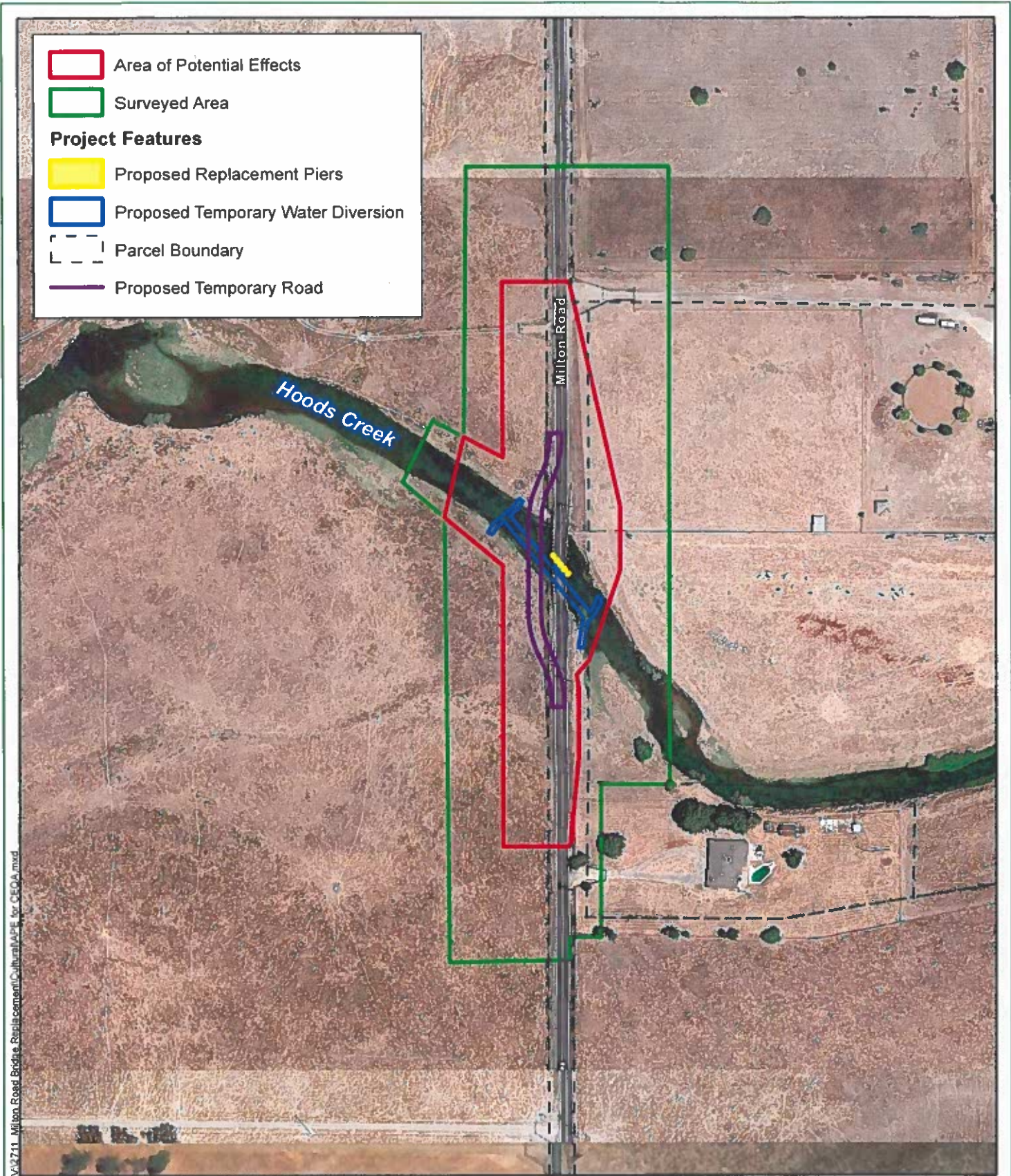
As there are no eligible or potentially eligible cultural resources documented or encountered within the Project area, the Project would have **No Impact** on historical resources as defined in §15064.5.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant with Mitigation Incorporated.** In an effort to identify archaeological resources that might be affected by the undertaking, a pedestrian survey, background research, and consultation with individuals and organizations were conducted. A record search conducted at the CCIC identified four cultural resources within a one-mile radius of the APE and no resources within the APE. A pedestrian survey was conducted by Michelle Campbell, M.A. (Archaeologist) on March 15, 2021, for the purpose of identifying and recording archaeological resources. No archaeological resources were identified within or adjacent to the APE.

At this time, no further archaeological study is required unless Project plans change to include areas not previously included in the surveyed area or if additional information is received from other sources or special interest groups. With the findings of the visual survey, record search, no impacts archaeological resources are anticipated. With any project, there is always the possibility that unknown cultural resources may be encountered during construction. With the implementation of Mitigation Measures **CR-1** and **CR-2** potential impacts to cultural resources, as a result of the Project, would be **Less Than Significant with Mitigation Incorporated**.





V:\2711 Milton Road Bridge Replacement\Cultural\APE for CEQA.mxd

Source: ESRI Maps Online; Dokken Engineering 4/19/2022; Created By: hsheldon

**Figure 7**  
**Area of Potential Effects**

BRLS-5938(262)  
Milton Road over Hoods Creek Bridge Replacement Project  
Stanislaus County, California

c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less Than Significant with Mitigation Incorporated.** With any project, there is always the possibility that unmarked burials may be unearthed during construction. This impact is considered potentially significant. Implementation of Mitigation Measure **CR-2** would reduce this to a **Less Than Significant Impact with Mitigation Incorporated.**

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

**CR-1:** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

**CR-2:** Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

***FINDINGS***

The Project would have **Less Than Significant Impacts with Mitigation Incorporated** relating to cultural resources.

**2.6 ENERGY**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

*a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

**No Impact.** The Project is a bridge replacement and would not contribute to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation; therefore, the Project would have **No Impact** to energy sources.

*b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**No Impact.** The Project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. Therefore, the Project would have **No Impact** to state or local plans for renewable or efficiency energy.

**FINDINGS**

**No Impact** to energy is anticipated; therefore, no avoidance, minimization, and/or mitigation measures will be required.



**2.7 GEOLOGY AND SOILS**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**REGULATORY SETTING**

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

**AFFECTED ENVIRONMENT**

The Project site is within the Bachelor Valley U.S. Geological Survey (USGS) 7.5-minute

quadrangle. The elevation within the Project site is approximately 200 feet above mean sea level.

#### **DISCUSSION**

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*
  - ii) *Strong seismic ground shaking?*
  - iii) *Seismic-related ground failure, including liquefaction?*
  - iv) *Landslides?*

**No Impact.** The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The Project is not located within a Alquist-Priolo Earthquake Fault Zone and the nearest fault is the Foothills faults system, a Late Quaternary fault (movement during past 700,00 years) located approximately 13 miles east of the Project. Therefore, the Project would have **No Impact** to risk of loss, injury, or death from earthquake faults, seismic ground shaking, liquefaction or landslides.

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

**Less Than Significant Impact.** The Natural Resource Conservation Service Web Soil Survey was used to identify soils within the Project area. Soil within the Project area consists of Hicksville loam, 0 to 2 percent slopes (87.5%) and Archerdale clay loam, 0 to 2 percent slopes (12.5%). The erodibility factor (K-factor) for this area is 0.28, indicating that soils are moderately susceptible to particle detachment, and that it produces runoff at moderate rates (Caltrans Water Quality Planning Tool 2021). The Project would involve ground disturbance in the form of minor cut and fill for bridge foundation removals, abutments, rock slope protection and roadway approaches. The total amount of disturbed soil will be limited to a small area and these minor grading impacts are not expected to result in a substantial soil erosion or loss of topsoil. The Project would have a **Less Than Significant Impact** relating to soil erosion and loss of topsoil.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**No Impact.** The Project will not be located on soil that is known to be unstable or would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. There has been no history of seismic activity in Stanislaus County that would lead to this type of risk affecting the bridge after it has been constructed, therefore **No Impact** is anticipated.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

**No Impact.** The Project is not located on expansive soil as defined in Table 18-1-B of the *Uniform Building Code (1994)*, therefore **No Impact** is anticipated.

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

**No Impact.** The Project will not utilize septic tanks or an alternative wastewater disposal system on the site. Therefore, the Project would have **No Impact** to soils, as a result of septic tanks or wastewater disposal systems.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**No Impact.** The Stanislaus County General Plan identifies the general Project vicinity as having a high sensitivity for paleontological resources. However, no findings of unique paleontological resources or sites or unique geological features were identified during the record search and archeological pedestrian survey. Due to the historic farming of the area and previous disturbance at the Pioneer Avenue bridge location, no paleontological resources are anticipated to be encountered. The Project would involve minor grading and excavation and is not expected to impact paleontological resources should they be present in the Project area. Therefore, the Project would have **No Impact** on unique paleontological resources, sites, or unique geologic features.

#### **FINDINGS**

The Project would have a **Less Than Significant Impact** relating to geology and soils.

## 2.8 GREENHOUSE GAS EMISSIONS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### REGULATORY SETTING

California's primary legislation for reducing greenhouse gas (GHG) emission is the California Global Warming Solutions Act, Assembly Bill (AB) 32. Agencies that regulate GHG emissions include the SJVAPCD, Caltrans, and the CARB. The SJVAPCD adopted the Climate Change Action Plan in August 2008, which is intended to reduce federal, State, and local GHG emissions by targeting the largest emitters of GHGs: the transportation and energy sectors.

### DISCUSSION

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

**Less Than Significant Impact.** GHG emissions can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. GHG emissions produced during operations are those that result from potentially increased traffic volumes or changes in automobile speeds.

#### *Long Term Emissions*

The proposed Project would replace the existing two-lane bridge with a new two-lane structure designed to meet AASHTO standards. As the Project would not increase the travel lane capacity or alter the speed limits on the existing roads, long term GHG emissions are not expected to increase as a result of the proposed Project.

#### *Construction Emissions*

All construction impacts to GHG emissions would be short-term and intermittent and only occur during construction for approximately 8 months (see Table 3 in Section 2.3). The Sacramento Metropolitan Air Quality Management District's Road Construction Model estimates that the Project would generate approximately 1,086 metric tonnes carbon dioxide equivalent (MT CO<sub>2</sub>e) throughout the course of the Project (see Appendix A). These emissions are not expected to result in any cumulatively considerable increases in GHG emissions. All construction impacts to GHG emissions would be short-term and intermittent.

The emission of GHGs during construction of the proposed Project would be negligible and therefore **Less Than Significant Impact**.

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

**Less Than Significant Impact.** The Project involves replacement of an existing bridge in kind in order to provide improved safety and operations on the facility. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emission. Impacts would be **Less Than Significant Impact**.

**FINDINGS**

The Project would have **Less Than Significant Impact** relating to GHG emissions.

## 2.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 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 or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### REGULATORY SETTING

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

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

Worker health and safety and public safety are key issues when dealing with hazardous materials

that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during Project construction.

**AFFECTED ENVIRONMENT**

A hazardous waste Initial Site Assessment (ISA) was prepared for the Project. The proposed Project area was evaluated for the presence of Recognized Environmental Conditions (RECs) and/or Activity and Use Limitations (AULs), which are:

REC: "...the presence or the likely presence of any hazardous substances or petroleum hydrocarbons on the (Subject Property) that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property."

AUL: "...an explicit recognition by a federal, tribal, state, or local agency that residual levels of hazardous substances or petroleum hydrocarbons may be present on the property, and that unrestricted use of the property may not be acceptable."

## DISCUSSION

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

**Less Than Significant impact.** The purpose of the Project is to replace the existing bridge in kind which would not increase the risk of hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Large trucks carrying hazardous materials may utilize the new bridge in the same manner as the existing bridge, thus the new bridge is not expected to create additional risks related to the transport of hazardous materials. The Project has the potential to dispose of hazardous materials such as lead-based paint and chemically treated wood, measures **HAZ-2** and **HAZ-4**, during the construction of the Project. However, a **Less Than Significant Impact** is anticipated.

- 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?*

**Less Than Significant with Mitigation Incorporated.** The Project would involve the use of heavy equipment for grading, filling, and the hauling of materials. Such equipment may require the use of common materials that have hazardous properties, e.g., petroleum-based fuels. These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a hazard to people, animals, or plants. All refueling of construction vehicles and equipment would occur within designated areas and the use of hazardous materials within the Project area would be temporary.

With any project that involves excavation, there is a possibility of encountering unknown hazardous contamination during construction. With the implementation of measures **HAZ-1** through **HAZ-5**, Project impacts from upset or accident conditions will be reduced to **Less Than Significant with Mitigation Incorporated**.

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

**No Impact.** There are no schools within one-quarter mile of the proposed Project. The nearest school is the Rosedale School located approximately 2.10 miles south of the Project area. The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** The database EnviroStor and Environmental Data Resources was used to find active hazardous waste sites within the vicinity of the proposed Project. Record searches indicate no cleanup sites within or in a one-mile vicinity of the Project area. Therefore, **No Impact** to hazardous material sites are anticipated as a result of this Project.



- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?*

**No Impact.** The Project would not result in a safety hazard for people residing or working in the Project area as the Project is not within the vicinity of an airport land use plan or within two miles of a public airport or public use airport. Therefore, the Project would have **No Impact** on airports or airport land use.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The Project would replace an existing bridge and would not change emergency access in the permanent condition. During construction, a temporary road will be available for emergency use. Furthermore, the roadways within the Project area are not identified as planned evacuation routes. Due to the establishment of a temporary road during Project construction, **No Impact** to local emergency response is anticipated.

- g) *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?*

**No Impact.** The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no wildlands are adjacent to or within the Project area. Therefore, the Project would have **No Impact** relating to people or structures and wildland fires.

#### **AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

**HAZ-1:** To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provisions for "REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS."

**HAZ-2:** A Site Investigation is recommended for asbestos, ACMs, or lead-based paints in the existing bridge that have been disturbed before construction or will be disturbed during construction. This investigation should be implemented before construction and documented as part of the Phase II ISA.

**HAZ-3:** Any leaking transformers observed during the course of the Project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with

Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

**HAZ-4:** Any chemically treated wood must be treated as TWW and disposed of as hazardous waste. For the TWW, the DTSC regulations §66261.9.5 provide alternative management standards for TWW. Caltrans 2018 SSP for TWW, SSP 14-11.14, is based on DTSCs AMS regulations. This SSP directs the Contractor to follow the AMS including providing training to all personnel that may come in contact with TWW. This training must include, at a minimum, safe handling, sorting and segregating, storage, labeling (including date), and proper disposal methods.

**HAZ-5:** For any previously unknown hazardous waste/ material encountered during construction, the procedures outline in Appendix B (Caltrans Unknown Hazard Procedures, Construction Manual, December 2006) shall be followed.

***FINDINGS***

The Project would have **Less Than Significant Impacts with Mitigation Incorporated** relating to hazards and hazardous materials.

## 2.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### REGULATORY SETTING

Section 401 of the CWA requires Water Quality Certification from a RWQCB when the project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the USACE to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the NPDES permit for the discharge of any pollutant into waters of the United States. The EPA has delegated administration of the NPDES program to the State Water Resource Control Board (SWRCB) and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the

issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB has developed and issued a statewide NPDES permit to regulate storm water discharges from all Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the Statewide permit, and projects performed by other entities on Caltrans right-of-way (encroachments) are regulated by the SWRCB's Statewide General Construction Permit. All construction projects over 1 acre require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. Caltrans activities less than 1 acre require a Water Pollution Control Program.

Stanislaus County has a Storm Water Management Program (Program), adopted in April of 2003, to meet the terms of the General Permit, regulating storm water discharges from small Municipal Separate Storm Sewer System. The Program has six control measures, established by the SWRCB, to regulate the discharge of storm water. The control measures include, public education and outreach, public involvement, discharge detection and elimination program, construction site storm water runoff control, post-construction storm water management and pollution prevention/good housekeeping for municipal operations. The County is currently working on developing a Storm Water Resource Plan, in accordance with Senate Bill 985, focused on identifying and prioritizing local, multi-benefit stormwater and dry weather capture projects.

#### ***AFFECTED ENVIRONMENT***

##### ***Hydrology***

The Project site falls within Central Valley, Region 5, of the RWQCB. The Project is within the Middle San Joaquin – Lower Merced – Lower Stanislaus watershed, which is within the San Joaquin River Basin (Stanislaus County 2019). Riverine Hoods Creek is located within the Project area, with it originating approximately 8 miles northeast of the Project, at a slightly higher elevation in the foothills to the east. The creek runs for approximately 56 miles from this area into the Central Valley (USGS 2015), where it ultimately feeds into the San Joaquin River. Riverine Hoods Creek within the Project area is not 303(d) listed and considerations for total maximum daily loads are not necessary (U.S. EPA 2017).

##### ***Groundwater***

The Project is located within the San Joaquin Valley groundwater basin and the Eastern San Joaquin sub-basin. The San Joaquin Valley groundwater basin contains 9 sub-basins and lies within the San Joaquin River and Tulare Lake Hydrologic Regions covering approximately 8.88 million acres (Central Valley RWCQB 2006). Groundwater is the main water supply in the area, with both urban and agricultural centers relying on its supply. The Stanislaus River, the Tuolumne River, and the San Joaquin River are the nearest water ways that feed into this groundwater supply.

The Eastern San Joaquin groundwater sub-basin covers approximately 707,000 acres and is defined by the areal extent of unconsolidated to semi-consolidated sedimentary deposits that are bounded by the Mokelumne River on the north and northwest; San Joaquin River on the west;

Stanislaus River on the south; and consolidated bedrock on the east. The proposed Project does not anticipate impacting or altering any groundwater basins.

### **Municipal Supply**

Riverine Hoods Creek is a tributary to the San Joaquin River, which is considered a municipal and domestic water supply suitable or potentially suitable for drinking water. The Project will not impact any water reservoirs or water recharge facilities.

### **Flooding**

The Project area is within FEMA Zone X, designated as an area of minimal flood hazard, with a 0.2% annual chance of flooding.

### **DISCUSSION**

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less Than Significant with Mitigation Incorporated.** The Project would follow the Central Valley Region Phase II Small Municipal Separate Storm Sewer System NPDES General Permit, Construction General Permit 2012-0006-DWQ, as stated in measure **WQ-1**. The permit will address clearing, grading, grubbing, and disturbances to the ground, such as stockpiling, or excavation. This permit will also require that a SWPPP be prepared and implemented throughout construction with the intent of keeping all products of erosion from moving off site into receiving waters. The SWPPP includes BMPs to prevent construction pollutants from entering storm water runoff. In addition, measures **BIO-3**, **BIO-5**, and **BIO-6** include BMPs that will be implemented to avoid and minimize effects to water quality, and in doing so will ensure the Project impacts will be **Less Than Significant with Mitigation Incorporated**.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?*

**No Impact.** The Project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies. Therefore, there would be **No Impact** related to depletion of groundwater supplies or interference with groundwater recharge.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) result in substantial erosion or siltation on- or off-site;*
  - (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*
  - (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
  - (iv) impede or redirect flood flows?*

**Less Than Significant with Mitigation Incorporated.** The Project would result in temporary and permanent impacts to Riverine Hoods Creek. The total net permanent impacts to Riverine Hoods Creek are approximately 0.003 acres (or 130 square feet). Temporary impacts to Riverine Hoods Creek would be approximately 0.50 acres.

The Location Hydraulic Study prepared for the Project indicated the proposed bridge would result in a decrease in water surface elevations (WSEs) upstream of the proposed bridge relative to the existing condition for the 100-year storm event. The proposed bridge would reduce backwater effects upstream of the bridge. The Project would result in a localized increase in WSEs of 0.3 ft at the upstream face of the existing bridge (i.e., underneath the proposed bridge and across the northern approach roadway) during the 100-year storm event, because the proposed bridge will be wider than the existing bridge. The proposed condition WSEs would match the existing WSEs approximately 38 feet downstream of the existing and proposed bridges' centerline. Negative impacts to currents, circulation or drainage patterns are not anticipated.

The Project would add a net impervious surface area of approximately 0.11 acres but would include site design BMPs to minimize potentially increased pollutant runoff caused by the increase in impervious surfaces to help prevent water quality impacts. BMPs may include the use of straw wattles, covering exposed soil and stockpiles, hydroseeding prior to the rainy season, etc. The BMPs for Project construction will be determined during the final design phase of the Project. Implementation of avoidance and minimization measures would minimize potentially increased pollutant runoff caused by the increase in impervious surfaces to help prevent water quality impacts

While the Project would minimally alter the WSE of Riverine Hoods Creek within the Project area, this alteration of the creek would not result in substantial erosion or siltation, would not substantially increase surface runoff in a way that would result in flooding, would not exceed the capacity of existing stormwater drainage systems, and would not impede flood flows.

Roadways may contain oil, grease, petroleum products, zinc, copper, lead, cadmium, iron, and other trace metals, which could harm water bodies and the associated habitat around them. Concentrations of these pollutants in storm water runoff would be greatest during the "first flush" storm event, generally the first major rains of the season. Due to the low frequency of traffic, concentrations of these pollutants would be minimal at the Project location. Furthermore, the Project would implement measures **WQ-1** and **BIO-2** through **BIO-6**. This, along with the Project's design, would reduce temporary and permanent alteration of the course of Riverine Hoods Creek during and after Project construction, on and off site, to a **Less Than Significant with Mitigation Incorporated**.

*d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?*

**No Impact.** The Project would not create a potential situation for inundation by seiche, tsunami, or mudflow. The Project is located in a dominantly flat landscape, is not located in proximity to a large body of water, and is not near the coastal waters; therefore, **No Impact** would occur.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**No Impact.** The Project would obtain the appropriate permits from the RWQCB; therefore, the Project would not conflict with or obstruct the implementation of the *Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region*. Furthermore, the Project would not have effects to groundwater and there would be **No Impact** to any applicable water quality control plan or sustainable groundwater management plan.

**AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

In addition to measure **WQ-1**, implementation of biological avoidance, minimization, and mitigation measures **BIO-2** through **BIO-6** as described in Section 2.4 would reduce the water quality impacts to **Less Than Significant with Mitigation Incorporated**.

**WQ-1:** The proposed Project will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase II Small MS4 NPDES General Permit of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ).

**FINDINGS**

The Project would have **Less Than Significant Impact with Mitigation Incorporated** relating to hydrology and water quality.

## 2.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

The proposed bridge would replace the existing 6-span Milton Road over Hoods Creek Bridge with a two-span, cast-in-place post-tensioned slab bridge supported on skewed abutments and a row of 24" diameter pile extension. Existing overhead electrical lines would require relocation. Additionally, temporary construction easements would be required from adjacent properties to detour Milton Road over the creek downstream of the existing bridge. Milton Road over Hoods Creek will remain open during construction by creating a temporary road immediately west of the existing bridge. Access to all properties would remain during construction.

### DISCUSSION

#### a) Physically divide an established community?

**No Impact.** The Project would replace an existing bridge in kind and would not permanently divide an established community. Furthermore, a temporary road located on-site would be available to the community during construction which would prevent division of the established rural community within the Project vicinity. **No Impact** which would physically divide a community is expected.

#### b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation for the purpose of avoiding or mitigation an environmental effect. Therefore, the Project would have **No Impact** on land use plan, policy or regulation.

### FINDINGS

The Project would have **No Impact** relating to land use and planning.



**2.12 MINERAL RESOURCES**

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

**AFFECTED ENVIRONMENT**

According to the Stanislaus County General Plan (2015), which relies upon the State Division of Mines and Geology report, *Mineral Land Classification of Stanislaus County, California* (Special Report 173), mineral commodities mined in the past in Stanislaus County include construction aggregate, industrial minerals, and metallic minerals. Currently, sand and gravel deposits constitute the only commercially significant extractive mineral resource in the region.

**DISCUSSION**

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

**No Impact.** The Project will not affect sand and gravel or any other known mineral resources. Mineral resources are not associated with the Project or located on the Project site and the Project would not result in impacts to mineral resources. Therefore, the Project would have **No Impact** on mineral resources.

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?*

**No Impact.** The Project area does not go through lands that are listed as a locally-important mineral resource recovery site in Stanislaus County. Therefore, the Project would have **No Impact** on locally-important mineral resources.

**FINDINGS**

The Project would have **No Impact** relating to mineral resources.

## 2.13 NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

The Project area is within a rural area of Stanislaus County. Background noise levels are influenced by local roads and the existing surrounding agricultural areas. Vehicle travel remains the dominant noise source at the Project site. The existing noise level ranges from 40 to 50 decibel (dB). As the Project would replace an existing bridge without adding additional travel lanes, no permanent changes in noise generation are expected. Operational noise impacts from the Project will be similar to existing conditions. As such, there are no permanent operational impacts that are anticipated as a result of the Project. The only source of noise associated with the Project is temporary noise impacts generated by construction vehicles and the discussions below only relates to construction noise.

### DISCUSSION

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant with Mitigation Incorporated.** During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Table 4 summarizes noise levels produced by commonly used construction equipment.

**Table 4. Construction Equipment Noise Emissions Levels**

Equipment	Typical Noise Level (dBA) 50 feet from Source
Sonic Pile Driver	96
Grader	85
Bulldozers	85
Truck	88

Loader	85
Roller	74
Air Compressor	81
Backhoe	80
Pneumatic Tool	85
Paver	89
Concrete Pump	82

Source: Federal Transit Administration, 1995

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this Project would be intermittent, and noise levels would vary depending on the type of construction activity. For this Project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. Highest noise levels would be up to 96 dBA (at a distance of 50 feet) for a sonic pile driver, needed to install cast in steel shell piles. A jackhammer, which would be up to 89 dBA at a distance of 50 feet, would also be utilized during the proposed Project. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Construction noise is also regulated by Caltrans Standard Specifications Section 14-8.02 "Noise Control", which state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications. Additionally, Section 14-8.02 states, "Do not exceed 86 decibel A-weighted (dBA) maximum sound level ( $L_{max}$ ) at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.". However, the Stanislaus County Code of Ordinances specifies a stricter requirement than the Caltrans specifications. Under the Stanislaus County Code of Ordinances, Chapter 10.46.060 Specific noise source standards, no person shall operate any construction equipment that would exceed 75 dBA at or beyond the property, upon which a dwelling unit is located, between the hours of 7 p.m. and 7 a.m. Therefore, measures **NOI-1** and **NOI-2** will be implemented, and the Project will have **Less Than Significant Impact with Mitigation Incorporated** regarding noise.

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

**Less Than Significant with Mitigation Incorporated.** The Project area is within a rural area of Stanislaus County with a limited number of rural residences within the Project vicinity. No significant vibration causing construction activities (such as blasting) will be necessary for this Project. The implementation of measures **NOI-1** and **NOI-2** would further reduce vibration and noise impacts. As a result, the Project will have **Less Than Significant Impacts with Mitigation Incorporated**.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to*

*excessive noise levels?*

**No Impact.** The Project is not located within or adjacent to an airport land use plan, or where such a plan has been adopted, or within two miles of a public airport or public use airport; therefore, **No Impact** would occur, and no mitigation is required.

***AVOIDANCE, MINIMIZATION, AND/OR ABATEMENT MEASURES***

**NOI-1:** No person shall operate any construction equipment that would exceed 75 dBA at or beyond the property, upon which a dwelling unit is located, between the hours of 7 p.m. and 7 a.m.

**NOI-2:** All equipment shall be fitted with adequate mufflers according to the Caltrans manufacturers' specifications.

***FINDINGS***

The Project would have **Less Than Significant Impact with Mitigation Incorporated** relating to noise.

**2.14 POPULATION AND HOUSING**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

**REGULATORY SETTING**

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

**DISCUSSION**

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)?*

**No Impact.** The Project would replace the existing Milton Road bridge over Riverine Hoods Creek, in kind, and would not induce substantial population growth in rural Stanislaus County. Therefore, the Project would have **No Impact** on population growth.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Project would not displace any existing housing, nor would it necessitate the construction of replacement housing. Therefore, the Project would have **No Impact** on existing housing or replacement housing.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Project would not displace any existing housing, nor would it necessitate the construction of replacement housing. Therefore, the Project would have **No Impact** on displacing people or creating replacement housing.

**FINDINGS**

The Project would have **No Impact** relating to population and housing.

## 2.15 PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

The nearest fire station is Oakdale Rural Fire Department located at 13200 Valley Home Road, Oakdale, approximately 8 miles away from the Project area. The nearest law enforcement office is the Oakdale Police Department located at 245 North 2<sup>nd</sup> Avenue, Oakdale, approximately 11 miles from the Project area. The nearest school is the Valley Home School located at 13231 Pioneer Avenue, approximately 8 miles south of the Project area. There are no public parks within 2 miles of the Project area.

### DISCUSSION

- a) *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and/or other public facilities?*

**No Impact.** There are no public services located within the Project area. The Project is located in rural Stanislaus County, which consists predominantly of agricultural lands. The Project would replace an existing bridge in kind and would not increase the usage of public services such as fire protection, police protection, schools, or parks. The temporary road would be constructed to support emergency vehicles and emergency access on Milton Road would be maintained throughout construction. Stanislaus County will coordinate with the contractor to ensure that

emergency services will be notified of the temporary road. The Project will have **No Impact** to these public services.

***FINDINGS***

The Project would have **No Impact** relating to public services.



**2.16 RECREATION**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

**AFFECTED ENVIRONMENT**

Parks within the Project vicinity are located in Oakdale, Riverbank, and Escalon. The Project is not located in close proximity to existing parks or recreation areas.

**DISCUSSION**

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?*

**No Impact.** The Project is located in a rural agricultural area and would not increase the use of any neighborhood or regional parks or other recreational facilities. Therefore, the Project would have **No Impact** to exiting neighborhoods, regional parks or recreation areas.

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?*

**No Impact.** The purpose of the Project is to replace an existing bridge, in kind, and does not include creation of recreational facilities or require the construction or expansion of recreational facilities. Therefore, the Project would have **No Impact** to recreational facilities, or expansion of recreational facilities.

**FINDINGS**

The Project would have **No Impact** relating to recreation.

## 2.17 TRANSPORTATION/TRAFFIC

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### AFFECTED ENVIRONMENT

According to Stanislaus County General Plan (2015), when measuring levels-of-service (LOS), Stanislaus County uses the criteria established in the *Highway Capacity Manual* published and updated by the Transportation Research Board. LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, freedom to maneuver, volume, density, and capacity. Six levels are defined, from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

For roadways within Stanislaus County, the Stanislaus County General Plan (2015) states the LOS criteria as, "The County shall maintain LOS C or better for all County roadways and intersections, except, within the sphere of influence of a city that has adopted a lower level of service standard, the City standard shall apply. The County may adopt either a higher or lower LOS standard for roadways and intersections within urban areas such as Community Plan areas, but in no case shall the adopted LOS fall below LOS D."

### DISCUSSION

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**No Impact.** As the Project would replace an existing bridge with no additional travel lanes, there would be no permanent changes to the existing circulation system including transit, roadway, bicycle, and pedestrian facilities. The post-Project condition would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, the Project would have **No Impact** on existing programs, plans, ordinances, or policies addressing transportation systems.

- b) *Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**No Impact.** CEQA Guidelines section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Subdivision (b) defines the criteria for analyzing transportation impacts. However, as the Project will replace an existing bridge with no additional travel lanes, the Project will have no change on the vehicle miles traveled. Per section 15064.3 (b)(2), projects that have no impact on vehicle miles traveled are presumed to cause a less than significant transportation impact, as there will be no changes in the roadway, the Project would be consistent with CEQA Guidelines section 15064.3 subdivision (b) and **No Impact** is anticipated.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** As the Project would replace an existing bridge with a structure of similar width and the same lane capacity and complete roadway improvements, the Project would not substantially increase hazards due to a permanent design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

However, construction of the Project may result in temporary traffic hazards due to a temporary diversion. A temporary road west of the existing bridge is recommended to maintain traffic flow across Riverine Hoods Creek. The temporary diversion and crossing are intended to carry the flow of water through a temporary culvert, which would include a roadway embankment to support temporary paving. Once the new bridge is completed the temporary roadway and diversion pipe will be removed from the channel.

The temporary lane diversion may result in reduced traffic speeds since the road will be in an active construction zone. The traffic diversion will include appropriate signage for the vehicles approaching the construction zone. Since the traffic diversion will be temporary, the Project would have **Less Than Significant Impact** on sharp curves, dangerous intersections or other incompatible design uses.

- d) *Result in inadequate emergency access?*

**Less Than Significant Impact.** The Project would not change the existing roadway geometry and would not change emergency access during or after Project completion. The temporary road would be constructed to support emergency vehicles. During construction, re-direction of traffic along the temporary road may result in minor traffic slowdowns, due to decreased speed limits, but is not expected to limit emergency access. Due to the temporary nature of the road crossing, impacts would be **Less Than Significant Impact**.

#### **FINDINGS**

The Project would have **Less Than Significant Impact** relating to Transportation and Traffic.

**2.18 TRIBAL CULTURAL RESOURCES**

**TRIBAL CULTURAL RESOURCES:**

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**REGULATORY SETTING**

Effective July 1, 2015, CEQA was revised to include early consultation with California Native American tribes and consideration of tribal cultural resources (TCRs). These changes were enacted through AB 52. By including TCRs early in the CEQA process, AB 52 intends to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to TCRs. CEQA now establishes that a “project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment” (PRC § 21084.2).

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. The consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or proposed projects within their traditionally and culturally affiliated area. AB 52 stipulates that the NAHC shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within the project area. If the tribe wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe’s request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes

when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure. The term "tribal cultural resource" refers to either of the following:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of California PRC Section 5020.1
- A resource determined by a California lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the PRC Section 5024.1.

#### ***AFFECTED ENVIRONMENT***

An APE was established as the area of direct and indirect effects and consists of an approximately 3.30-acre area. This includes all staging areas, street closures, vegetation/tree removal, bridge replacement, ground disturbance, temporary construction easements, water diversion, temporary water crossing, and utility relocations. A larger area was surveyed, approximately 9.5 acres, which fully encompasses the APE.

The vertical APE consists of a maximum of 40 feet bgs to accommodate bridge piles and 10 feet bgs for the construction of bridge abutments. The minimum depth of ground disturbance is approximately 3 feet bgs, required for all roadway approach work, vegetation removal, and fill compaction. Utility pole relocation may be required, which involves approximately 5 feet bgs for the installation of new poles.

A pedestrian survey was conducted by Michelle Campbell, M.A. (Archaeologist) on March 15, 2021, for the purpose of identifying and recording archaeological resources. No archaeological resources were identified within or adjacent to the APE. Hoods Creek Bridge (Bridge No. 38C0232) is a Category 5 bridge listed in the Caltrans Bridge Inventory.

Dokken Engineering obtained a record search (File #11629N) for the Project area and a one-mile radius surrounding the Project area from the CCIC, California State University, Sacramento on January 19, 2021. The record search was conducted by personnel from the Information Center. The search examined the OHP Historic Properties Directory, OHP Determinations of Eligibility, and *California Inventory of Historical Resources*. The results from the CCIC identified no cultural resources within the APE and four cultural resources that are within a one-mile radius of the APE.

#### ***Native American Consultation***

To help determine whether the Project may have an effect, Public Resources Code Section 21080.3.1 requires the CEQA lead agency to consult with any California Native American tribe

that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed Project.

Dokken Engineering sent a letter requesting a search of the Sacred Lands File and a list of Native American individuals and organizations that may have knowledge of, or concerns regarding, cultural resources in the Project area was sent to the NAHC on January 14, 2021. Nancy Gonzalez-Lopez, from the NAHC, responded in an email dated February 5, 2021, that a search of their records failed to identify any known sacred lands or cultural resources in the "immediate Project area" On April 29, 2021, initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the Project and requested information regarding comments or concerns the Native American community might have about the Project. For those individuals that did not reply to the letter, follow-up emails (or phone calls when no email was available) were sent on May 18, 2021.

Project notification letters were sent out to the following tribes:

- North Valley Yokuts Tribe
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe

To date, no responses have been received.

#### **DISCUSSION**

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)*

**Less Than Significant with Mitigation Incorporated.** The Project is not anticipated to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k). No cultural resources were identified during the visual survey, or the record search. No impacts are anticipated for the Project related to archaeological resource; however, with any Project requiring ground disturbance, there is always the possibility that unmarked cultural resources may be unearthed during construction. This impact would be considered potentially significant. Implementation of Mitigation Measure **CR-1** and **CR-2** would result in **Less Than Significant Impact with Mitigation Incorporated**.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

**Less Than Significant with Mitigation Incorporated.** The Project is not anticipated to cause a substantial adverse change to a TCR pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. No cultural resources were identified during the visual survey and record search and no tribes responded regarding known cultural resources within the project's vicinity. No impacts are anticipated for the Project related to archaeological resource; however, with any

Project requiring ground disturbance, there is always the possibility that unmarked cultural resources may be unearthed during construction. This impact would be considered potentially significant and implementation of Mitigation Measures **CR-1** and **CR-2** would result in **Less Than Significant Impact with Mitigation Incorporated**.

***AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES***

Mitigation Measures **CR-1** and **CR-2** within Section 2.5 will be implemented for any impacts relating to Tribal Cultural Resources.

***FINDINGS***

The Project would have **Less Than Significant Impact with Mitigation Incorporated** relating to Tribal Cultural Resources.

## 2.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### DISCUSSION

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

**Less Than Significant Impact.** There are existing overhead electrical lines on the east of the roadway that will require relocation. Close coordination with the local utility companies will be carried out in order to manage the temporary and/or permanent relocation of these utilities. Should utility systems require relocation, they would be relocated within the Project area and would be designed to ensure that no new environmental impacts not already discussed in this Initial Study would occur.

Furthermore, the Project would not include the construction of any uses that would increase demand on wastewater, stormwater facilities, electric power, natural gas, or telecommunications facilities. No new utilities would be required, and the potential relocation of utilities would have a **Less Than Significant Impact.**



- b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**No Impact.** The Project would not result in the need for new or expanded water supplies. Therefore, the Project would result in **No Impact** to water supplies.

- c) *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?*

**No Impact.** The Project would replace an existing bridge and would not involve the construction of any wastewater-generating uses. The Project would not increase population in the Project vicinity, and there would be no additional wastewater flows as a result of Project development; therefore, the Project would not result in the need for new or expanded wastewater facilities. Therefore, the Project would result in **No Impact** to wastewater treatments.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

**Less Than Significant.** No solid waste is expected to be generated through use and operations of the proposed Project. Solid waste may be generated during construction, such as broken up asphalt; however, the amount will not substantially impact landfill capacities. This would not affect landfill capacity because the amounts would not be substantial and would occur for a short period of time during the 8-month construction period. Therefore, impacts associated with development of the Project would be considered **Less Than Significant** and no mitigation is required.

- e) *Comply with federal, state, and local statutes and regulations related to solid waste?*

**No Impact.** The Project would comply with federal, state, and local statutes and regulations related to solid waste; therefore, there would be **No Impact** associated with non-compliance with federal, state, and local statutes and regulations related to solid waste.

#### **FINDINGS**

The Project would have **Less Than Significant Impact** relating to utilities and service systems.

## 2.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones: Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### AFFECTED ENVIRONMENT

Cal Fire has determined that Stanislaus County has no Very High Fire Hazard Severity Zones.

### DISCUSSION

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The purpose of the Project is to replace the existing bridge in kind and would not interfere with an emergency response plan. Additionally, the roadways within the Project area are not identified as planned evacuation routes. The Project would have **No Impact** concerning emergency response plans.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

**No Impact.** There is very little to no slope in the Project area and construction of the Project would not expose occupants to pollutant concentrations from a wildfire. Therefore, the Project would have **No Impact** on exacerbating wildfire risk.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

**No Impact.** The proposed Project would replace an existing bridge in kind and this infrastructure facility would not exacerbate fire risk. Therefore, the Project would have **No Impact** on exacerbating fire risk temporarily or ongoing.

*d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

**No Impact.** The Project would not expose people or structures to downslope or downstream flooding or landslides as the new bridge would replace the existing bridge in kind and would not change any of the existing slopes or grades adjacent to the Project. Therefore, the Project would have **No Impact** relating to exposing people or structures to flooding or landslides.

#### ***FINDINGS***

The Project would have **No Impact** relating to wildfires.

**2.21 MANDATORY FINDINGS OF SIGNIFICANCE**

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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) *Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**Less Than Significant with Mitigation Incorporated.** Implementation of the Project would have the potential to impact the quality of the existing environment. Potentially significant impacts have been identified related to Air Quality (Section 2.3), Biological Resources (Section 2.4), Cultural Resources (Section 2.5), Hazards and Hazardous Materials (Section 2.9), Hydrology and Water Quality (Section 2.10), Noise (Section 2.13), and Tribal Cultural Resources (Section 2.18). Mitigation measures have been identified related to individual resource-specific impacts. The Project has the potential to have impacts to a few wildlife species, including the California Tiger Salamander and Tricolored Blackbird; however, mitigation measures would reduce the level of all Project-related impacts to less than significant levels. Therefore, impacts are considered **Less Than Significant with Mitigation Incorporated**.

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)?*

**Less Than Significant Impact with Mitigation Incorporated.** All potential significant impacts discussed in this Initial Study can be reduced to a less than significant level with avoidance, minimization and mitigation. Past projects in the region have been cleared through the CEQA process and potentially significant impacts from those previous projects would have already been addressed through their own environmental review process. No significant cumulative effects have been identified with incorporation of the measures provided in this Initial Study. Incorporation of these measures would ensure that Project level impacts do not contribute to cumulatively significant impacts on a regional level. Therefore, the Project would have a **Less Than Significant Impact with Mitigation Incorporated.**

*c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant with Mitigation Incorporated.** The Project would not cause significant adverse effects to human beings, either directly or indirectly with mitigation incorporated. Potential impacts have been identified related to Air Quality (Section 2.3), Biological Resources (Section 2.4), Cultural Resources (Section 2.5), Hazards and Hazardous Materials (Section 2.9), Hydrology and Water Quality (Section 2.10), Noise (Section 2.13), Tribal Cultural Resources (Section 2.18). Mitigation measures have been identified related to individual resource-specific impacts. Mitigation measures would reduce the level of all Project-related impacts to less than significant levels. Therefore, impacts are considered **Less Than Significant with Mitigation Incorporated.**

#### **AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

No specific avoidance, minimization, and/or mitigation measures for cumulative impacts are needed for the Milton Road over Hoods Creek Bridge Project. The following measures discussed in other sections in this document would ensure that cumulative impacts would be less than significant should they occur.

- Measures AQ-1 and AQ-2
- Measures BIO-1 through BIO-24
- Measures CR-1 and CR-2
- Measures HAZ-1 through HAZ-5
- Measure WQ-1
- Measure NOI-1 and NOI-2

### **3.0 Comments and Coordination**

This chapter summarizes the County's efforts to identify, address, and resolve Project-related issues through early and continuing coordination.

#### **3.1 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES**

Coordination with the following agencies was initiated for the Project:

- California Department of Fish and Wildlife (CDFW)
- Native American Heritage Commission (NAHC)
- United States Fish and Wildlife Service (USFWS)
- National Marine Fisheries Service (NMFS)

#### **3.2 PUBLIC PARTICIPATION**

The public comment period for the Project is from **Tuesday, May 17, 2022**, to **Friday, June 17, 2022**.

## **4.0 List of Preparers**

### **DOKKEN ENGINEERING**

Sarah Holm, Environmental Manager  
Zach Liptak, Associate Environmental Planner  
Hanna Sheldon, Associate Biologist  
Roberto Ramirez, Environmental Planner  
Vincent Chevreuril, Biologist

### **STANISLAUS COUNTY**

Chuck Covolo, Project Manager

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**Appendix A:**  
**Road Construction Emissions Model Results**

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> <b>M40 Road over Hovde Creek Bridge Replacement Project</b>														
Project Phase (Months)	ROG (lb/day)	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	Exhaust PM10 (lb/day)	Fugitive Dust PM10 (lb/day)	PM2.5 (lb/day)	Exhaust PM2.5 (lb/day)	Fugitive Dust PM2.5 (lb/day)	SOx (lb/day)	CO2 (lb/day)	CH4 (lb/day)	N2O (lb/day)	CO2e (lb/day)
Grubbing/Land Clearing	0.07	0.56	0.93	0.54	0.38	0.15	0.38	0.35	0.03	0.02	2,100.00	0.58	0.04	2,126.04
Grading/Excavation	7.71	64.82	79.87	3.45	3.30	0.15	3.00	2.87	0.03	0.18	15,640.37	4.89	0.21	15,820.16
Drainage/Utilities/Sub-Grade	5.42	48.73	55.38	2.42	2.27	0.15	2.10	2.07	0.03	0.11	10,578.63	2.72	0.14	10,808.41
Paving	0.93	12.86	0.11	0.47	0.47	0.00	0.41	0.41	0.00	0.02	2,247.43	0.56	0.05	2,280.30
Maximum (pounds/day)	7.71	64.82	79.87	3.45	3.30	0.15	3.00	2.87	0.03	0.18	15,640.37	4.89	0.21	15,820.16
Total (non-construction project)	0.50	5.07	6.03	0.26	0.25	0.01	0.23	0.23	0.00	0.01	1,183.48	0.34	0.02	1,195.85

Notes		Project Start Year ->		2023		
Project Length (months) ->		10				
Total Project Area (acres) ->		3				
Maximum Area Disturbed/Day (acres) ->		0				
Water Truck Used? ->		Yes				
Total Material Imported/Exported Volume (yd <sup>3</sup> /day)		Daily VMT (mile/day)				
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	700	40
Grading/Excavation	27	0	0	0	1,120	40
Drainage/Utilities/Sub-Grade	0	5	0	30	720	40
Paving	0	7	0	30	320	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.  
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.  
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> <b>M40 Road over Hovde Creek Bridge Replacement Project</b>														
Project Phase (Tons for all except CO2e Metric tonnes for CO2e)	ROG (ton/phase)	CO (ton/phase)	NOx (ton/phase)	PM10 (ton/phase)	Exhaust PM10 (ton/phase)	Fugitive Dust PM10 (ton/phase)	PM2.5 (ton/phase)	Exhaust PM2.5 (ton/phase)	Fugitive Dust PM2.5 (ton/phase)	SOx (ton/phase)	CO2 (ton/phase)	CH4 (ton/phase)	N2O (ton/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.11	0.10	0.01	0.00	0.00	0.00	0.00	0.00	0.00	23.11	0.01	0.00	23.24
Grading/Excavation	0.38	3.21	3.95	0.17	0.16	0.01	0.15	0.15	0.00	0.01	174.20	0.23	0.01	176.42
Drainage/Utilities/Sub-Grade	0.18	1.54	1.83	0.08	0.07	0.00	0.07	0.07	0.00	0.00	340.09	0.08	0.00	341.98
Paving	0.02	0.21	0.15	0.01	0.01	0.00	0.01	0.01	0.00	0.00	37.08	0.01	0.00	37.13
Maximum (Total/phase)	0.38	3.21	3.95	0.17	0.16	0.01	0.15	0.15	0.00	0.01	174.20	0.23	0.01	176.42
Total (non-construction project)	0.50	5.07	6.03	0.26	0.25	0.01	0.23	0.23	0.00	0.01	1,183.48	0.34	0.02	1,195.85

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.  
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.  
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.  
 The CO2e emissions are reported as metric tons per phase.

**Appendix B:  
NMFS, CNDDDB, USFWS, and CNPS Special  
Status Species Database Results**

---

**From:** [Hanna Sheldon](#)  
**To:** [nmfswcrca.specieslist@noaa.gov](mailto:nmfswcrca.specieslist@noaa.gov)  
**Subject:** NMFS Species List Update- Milton Road over Hoods Creek  
**Date:** Monday, January 31, 2022 12:59:22 PM  
**Attachments:** [image001.png](#)

---

Quad Name **Bachelor Valley**

Quad Number **37120-H7**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -  
CCC Coho ESU (E) -  
CC Chinook Salmon ESU (T) -  
CVSR Chinook Salmon ESU (T) -  
SRWR Chinook Salmon ESU (E) -  
NC Steelhead DPS (T) -  
CCC Steelhead DPS (T) -  
SCCC Steelhead DPS (T) -  
SC Steelhead DPS (E) -  
CCV Steelhead DPS (T) - **X**  
Eulachon (T) -  
sDPS Green Sturgeon (T) -

**ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -  
CCC Coho Critical Habitat -  
CC Chinook Salmon Critical Habitat -  
CVSR Chinook Salmon Critical Habitat -  
SRWR Chinook Salmon Critical Habitat -  
NC Steelhead Critical Habitat -  
CCC Steelhead Critical Habitat -  
SCCC Steelhead Critical Habitat -  
SC Steelhead Critical Habitat -  
CCV Steelhead Critical Habitat -  
Eulachon Critical Habitat -  
sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

Range Black Abalone (E) -  
Range White Abalone (E) -

**ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

**ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -  
Leatherback Sea Turtle (E) -  
North Pacific Loggerhead Sea Turtle (E) -

**ESA Whales**

Blue Whale (E) -  
Fin Whale (E) -  
Humpback Whale (E) -  
Southern Resident Killer Whale (E) -  
North Pacific Right Whale (E) -  
Sei Whale (E) -  
Sperm Whale (E) -

**ESA Pinnipeds**

Guadalupe Fur Seal (T) -  
Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -  
Chinook Salmon EFH -  
Groundfish EFH -  
Coastal Pelagics EFH -  
Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office  
562-980-4000**

MMPA Cetaceans -  
MMPA Pinnipeds -



**Hanna Sheldon**

Associate Biologist/Environmental Planner |

Dokken Engineering

Phone: 916.858.0642

Email: [hsheldon@dokkenengineering.com](mailto:hsheldon@dokkenengineering.com)

110 Blue Ravine Road, Suite 200 | Folsom, CA 95630

[www.dokkenengineering.com](http://www.dokkenengineering.com)



**Selected Elements by Common Name**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**



**Query Criteria:** Quad<span style='color:Red'> IS </span>(Bachelor Valley (3712087)<span style='color:Red'> OR </span>Farmington (3712088)<span style='color:Red'> OR </span>Copperopolis (3712086)<span style='color:Red'> OR </span>Jenny Lind (3812017)<span style='color:Red'> OR </span>Oakdale (3712077)<span style='color:Red'> OR </span>Valley Springs (3812027))<br /><span style='color:Red'> AND </span>(Federal Listing Status<span style='color:Red'> IS </span>(Endangered<span style='color:Red'> OR </span>Threatened<span style='color:Red'> OR </span>Proposed Endangered<span style='color:Red'> OR </span>Proposed Threatened)<span style='color:Red'> OR </span>State Listing Status<span style='color:Red'> IS </span>(Endangered<span style='color:Red'> OR </span>Threatened<span style='color:Red'> OR </span>Rare<span style='color:Red'> OR </span>Candidate Endangered<span style='color:Red'> OR </span>Candidate Threatened))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>bald eagle</b> <i>Haliaeetus leucocephalus</i>	ABNKC10010	Delisted	Endangered	G5	S3	FP
<b>California red-legged frog</b> <i>Rana draytonii</i>	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<b>California tiger salamander - central California DPS</b> <i>Ambystoma californiense pop. 1</i>	AAAAA01181	Threatened	Threatened	G2G3	S3	WL
<b>Chinese Camp brodiaea</b> <i>Brodiaea pallida</i>	PMLIL0C0C0	Threatened	Endangered	G1	S1	1B.1
<b>Colusa grass</b> <i>Neostapfia colusana</i>	PMPOA4C010	Threatened	Endangered	G1	S1	1B.1
<b>Delta button-celery</b> <i>Eryngium racemosum</i>	PDAPI0Z0S0	None	Endangered	G1	S1	1B.1
<b>Greene's tuctoria</b> <i>Tuctoria greenei</i>	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
<b>lone manzanita</b> <i>Arctostaphylos myrtifolia</i>	PDERI04240	Threatened	None	G1	S1	1B.2
<b>steelhead - Central Valley DPS</b> <i>Oncorhynchus mykiss irideus pop. 11</i>	AFCHA0209K	Threatened	None	G5T2Q	S2	
<b>Swainson's hawk</b> <i>Buteo swainsoni</i>	ABNKC19070	None	Threatened	G5	S3	
<b>tricolored blackbird</b> <i>Agelaius tricolor</i>	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
<b>vernal pool fairy shrimp</b> <i>Branchinecta lynchi</i>	ICBRA03030	Threatened	None	G3	S3	
<b>vernal pool tadpole shrimp</b> <i>Lepidurus packardii</i>	ICBRA10010	Endangered	None	G4	S3S4	

**Record Count: 13**



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Sacramento Fish And Wildlife Office  
Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:

April 07, 2022

Project Code: 2022-0029573

Project Name: Milton Rd over Hoods Creek Bridge Replacement

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))



(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## **Official Species List**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

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## Project Summary

Project Code: 2022-0029573  
Event Code: None  
Project Name: Milton Rd over Hoods Creek Bridge Replacement  
Project Type: Bridge - Replacement  
Project Description: Bridge replacement project  
Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.92130985,-120.84398010361082,14z>



Counties: Stanislaus County, California

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## Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Reptiles

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4482">https://ecos.fws.gov/ecp/species/4482</a>	Threatened

### Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>	Threatened

### Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	Threatened

## Insects

NAME	STATUS
<b>Monarch Butterfly <i>Danaus plexippus</i></b> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate
<b>Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i></b> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/7850">https://ecos.fws.gov/ecp/species/7850</a>	Threatened

## Crustaceans

NAME	STATUS
<b>Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i></b> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened
<b>Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i></b> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2246">https://ecos.fws.gov/ecp/species/2246</a>	Endangered

## Flowering Plants

NAME	STATUS
<b>Colusa Grass <i>Neostapfia colusana</i></b> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5690">https://ecos.fws.gov/ecp/species/5690</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

### **IPaC User Contact Information**

Agency: Stanislaus County  
Name: Hanna Sheldon  
Address: 110 Blue Ravine Road  
City: Folsom  
State: CA  
Zip: 95630  
Email: hsheldon@dokkenengineering.com  
Phone: 9168580642

### **Lead Agency Contact Information**







Lead Agency: Community Planning and Development

---

## Search Results

12 matches found. Click on scientific name for details

Search Criteria: Quag is one of [3712087:3712088:3712086:3812017:3812018:3712077]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	PHOTO
<a href="#"><i>Brodiaea pallida</i></a>	Chinese Camp brodiaea	Themidaceae	perennial bulbiferous herb	May-Jun	FT	CE	G1	S1	1B.1	 © 2014 Robert E. Preston, Ph.D.
<a href="#"><i>Brodiaea rosea</i> ssp. <i>vallicola</i></a>	valley brodiaea	Themidaceae	perennial bulbiferous herb	Apr-May(Jun)	None	None	G5T3	S3	4.2	 © 2011 Steven Peny
<a href="#"><i>Delphinium hansenii</i> ssp. <i>ewanianum</i></a>	Ewan's larkspur	Ranunculaceae	perennial herb	Mar-May	None	None	G4T3	S3	4.2	No Photo Available
<a href="#"><i>Eryngium pinnatisectum</i></a>	Tuolumne button-celery	Apiaceae	annual/perennial herb	May-Aug	None	None	G2	S2	1B.2	 © 2007 Robert E. Preston, Ph.D.
<a href="#"><i>Eryngium racemosum</i></a>	Delta button-celery	Apiaceae	annual/perennial herb	(May)Jun-Oct	None	CE	G1	S1	1B.1	No Photo Available
<a href="#"><i>Jepsonia heterandra</i></a>	foothill jepsonia	Saxifragaceae	perennial herb	Aug-Dec	None	None	G3	S3	4.3	 © 2014 Belinda Lo
<a href="#"><i>Juncus leiospermus</i> var. <i>ahartii</i></a>	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	None	None	G2T1	S1	1B.2	 © 2004 Carol W. Witham
<a href="#"><i>Lagophylla dichotoma</i></a>	forked hare-leaf	Asteraceae	annual herb	Apr-May	None	None	G2	S2	1B.1	 © 2010 Chris Winchell
<a href="#"><i>Navarretia myersii</i> ssp. <i>myersii</i></a>	pincushion navarretia	Polemoniaceae	annual herb	Apr-May	None	None	G2T2	S2	1B.1	No Photo Available



<i>Neostapfia colusana</i>	Colusa grass	Poaceae	annual herb	May-Aug	FT	CE	G1	S1	1B.1	No Photo Available
<i>Scopelophila cataractae</i>	tongue-leaf copper moss	Pottiaceae	moss		None	None	G3G4	S1	2B.2	No Photo Available
<i>Tuctoria greenei</i>	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	FE	CR	G1	S1	1B.1	No Photo Available

Showing 1 to 12 of 12 entries

**Suggested Citation:**

California Native Plant Society, Rare Plant Program. 2022. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.0). Website <https://www.rareplants.cnps.org> [accessed 31 January 2022].

**CONTACT US**

Send questions and comments to [rareplants@cnps.org](mailto:rareplants@cnps.org).



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**CONTRIBUTORS**

[The Calflora Database](#)  
[The California Lichen Society](#)  
[California Natural Diversity Database](#)  
[The Jepson Flora Project](#)  
[The Consortium of California Herbaria](#)  
[CalPhotos](#)

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**Appendix C:**  
**Mitigation Monitoring and Reporting Program**

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Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<b>Air Quality</b>					
<b>AQ-1:</b> The construction contractor shall comply with the San Joaquin Valley Air Pollution Control District Rule VIII as it pertains to fugitive dust (PM10).	During construction	Contractor	<input type="checkbox"/>	_____	
<b>AQ-2:</b> Wind Erosion Control best management practices will be implemented as follows: <ul style="list-style-type: none"> <li>• Water shall be applied on disturbed open soil by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.</li> <li>• All distribution equipment shall be equipped with a positive means of shutoff.</li> <li>• Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the Project.</li> <li>• If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK."</li> <li>• Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.</li> </ul>	During construction	Contractor	<input type="checkbox"/>	_____	
<b>Biological Resources</b>					
<b>BIO-1:</b> Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program shall include information regarding the sensitive habitats and special-status species occurring or potentially occurring within the Project area, and the importance of avoiding impacts to these species and their habitat.	Prior to construction	County / Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<b>BIO-2:</b> Prior to the start of construction activities, the Project limits within environmentally sensitive areas (Riverine – Hoods Creek, annual grassland, seasonal wetland) will be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into sensitive resources.	Prior to construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-3:</b> BMPs will be incorporated into Project construction to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels): <ul style="list-style-type: none"> <li>• Exposed soils and material stockpiles would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities;</li> <li>• All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution;</li> <li>• All vehicle and equipment fueling/maintenance would be conducted outside of any surface waters;</li> <li>• Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants;</li> <li>• Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering jurisdictional waters;</li> <li>• All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state;</li> <li>• All construction materials would be hauled off-site after completion of construction;</li> <li>• Upon completion of construction activities, any temporary barriers to surface water flow must be removed in a manner that would allow flow to resume with the least disturbance to the substrate.</li> </ul>	During construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<b>BIO-4:</b> Vegetation removal will be avoided to the greatest extent practicable. Where feasible, trees will be trimmed rather than removed.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-5:</b> Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must remain outside of Riverine – Hoods Creek and the seasonal wetland. Any necessary equipment washing must occur where the water cannot flow into water bodies.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-6:</b> A chemical spill kit must be kept onsite and available for use in the event of a spill.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-7:</b> Following the completion of construction, all sensitive natural areas (Riverine – Hoods Creek and annual grassland) disturbed by Project activities would be re-graded as to decompact the soils and disturbed annual grassland habitat will be seeded with a California native hydroseed mix to allow the site to return to pre-construction conditions.	Post construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-8:</b> The Designated Biologist(s), approved by USFWS, will conduct a visual encounter preconstruction survey of the Project area for CTS no more than 14 days prior to the start of groundbreaking or other general construction activities that could affect the species. The surveys will pay particular attention to detecting burrows and other crevices and cover sites that could be used as refugia by the species. If construction stops for a period of two weeks or longer, a new preconstruction survey will be completed no more than 24 hours prior to restarting work.	Prior to construction	County	<input type="checkbox"/>	_____	
<b>BIO-9:</b> Prior to the start of work, and immediately following preconstruction surveys and any burrow excavations, temporary silt fencing (or other types of fencing materials	Prior to construction	County	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>that will not entangle the species), will be installed around the limits of the project footprint to preclude construction equipment, vehicles, and personnel from encroaching on areas outside of these limits (i.e., ESAs such as aquatic features and undeveloped uplands), and to prevent CTS in outside areas from entering the work zones. Installation of this exclusion fencing will focus on where work areas abut suitable upland and/or aquatic habitats. Fencing also will include one-way escape funnels or ramps placed at regular intervals (to be determined in coordination with USFWS) to allow any individuals that become trapped inside the fenced area to leave, but not re-enter the Project footprint. Fencing will measure 12 inches above ground and will be buried at 6 inches below the ground to prevent individuals from attempting to burrow or move under the structure. The exclusion fencing will be well maintained throughout the course of construction and will be removed following Project completion.</p>					
<p><b>BIO-10:</b> In order to provide shelter for any individuals that may become trapped along the exclusion fence, wooden boards will be placed on the ground along the construction side of the fence line at regular intervals (to be determined in coordination with USFWS).</p>	During construction	County / Contractor	<input type="checkbox"/>	_____	
<p><b>BIO-11:</b> Plastic mono-filament netting (erosion control matting) or similar material that could trap CTS or other wildlife must not be used. Acceptable substitutes include jute, coconut coir matting or tackified hydroseeding compounds.</p>	During construction	Contractor	<input type="checkbox"/>	_____	
<p><b>BIO-12:</b> To avoid inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches greater than 6 inches deep must be covered at the end of the day or contain at least one escape ramp made of earth fill or wooden planks. All holes must be inspected by the Designated Biologist or on-site inspector at the beginning</p>	During construction	County / Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>of each workday and before the holes and trenches are filled. Anything stored within the holes or trenches overnight must be inspected for CTS before being moved. If at any time a CTS is discovered, the project manager and Designated Biologist(s) will be notified and the agency approved biologist will conduct appropriate species observation and handling protocol, in accordance with USFWS.</p>					
<p><b>BIO-13:</b> The Designated Biologist(s) or on-site inspector will perform daily clearance sweeps under equipment, trucks, and other materials prior to commencement of work. In the event that a CTS is observed, the vehicles/equipment will not be moved until the individual has vacated the area of its own accord.</p>	During construction	County	<input type="checkbox"/>	_____	
<p><b>BIO-14:</b> No construction activities will be conducted in upland or aquatic habitat areas where CTS may occur if: 1) it is raining, 2) there is a greater than 70 percent chance of rain based on the National Oceanic and Atmospheric Administration's (NOAA) National Weather Service forecast on any given workday, or 3) a rain event greater than 0.25 inch has occurred within the past 48 hours. Following a rain event, as defined above, the Designated Biologist(s) will conduct visual encounter surveys for the species in all active work areas (including access roads and staging areas) prior to the resumption of construction activities and the use of access routes and staging areas.</p>	During construction	County / Contractor	<input type="checkbox"/>	_____	
<p><b>BIO-15:</b> If a water body will be temporarily dewatered by pumping, pump intakes shall be screened with wire mesh no larger than 5 millimeters. The intake should be placed within a perforated bucket or other method that reduces suction to prevent CTS from entering the pump system. Pumped water shall be managed in a manner that does not degrade water quality and, the water will be pumped back prior to</p>	During construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
the end of the Project, shall be released back into the water body in a manner that does not cause erosion.					
<b>BIO-16:</b> The Designated Biologist(s) will be present on-site to monitor for the species during the installation, replacement, and removal of all exclusion fencing. Additionally, when onsite, the biologist(s) will inspect the fencing for damage, to report any required remedial actions, and to clear the fenced area. Furthermore, this individual(s) will be present on-site during initial ground-disturbing and vegetation removal activities (i.e., clearing, grubbing, grading, excavating, filling, etc.). Anytime the Designated Biologist(s) is present on-site, s/he will check for any CTS trapped within the fenced areas and sheltering under the coverboards prior to the start of each workday. When not present on-site, the Designated Biologist(s) will be available on-call during all construction periods in the event that the species is detected.	During construction	County	<input type="checkbox"/>	_____	
<b>BIO-17:</b> All construction pipes, culverts, or similar structures that are stored on the construction site for one or more overnight periods will be capped or sealed with tape (or similar materials) or stored at least 3 ft. above ground level. They will be inspected thoroughly for CTS before being buried, capped, or otherwise used. If an individual is discovered during this inspection, the Designated Biologist(s) will be notified immediately.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-18:</b> Prior to construction, a Relocation Plan will be submitted to USFWS for approval. If a live CTS is encountered at any point during preconstruction or construction activities, the Designated Biologist(s) will exercise stop work authority in the vicinity of the individual and will not resume until the Designated Biologist(s) either has monitored the individual and allowed it to move away unharmed or has relocated it in accordance with the Relocation Plan. The Designated	Prior to construction	County	<input type="checkbox"/>	_____	



Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>Biologist(s) will notify USFWS of any such encounter (live or dead) as soon as possible and provide a summary of the date(s), location(s), description of the habitat in which it was found, and any other pertinent information.</p>					
<p><b>BIO-19:</b> Temporary and permanent impacts to CTS upland habitat (annual grasslands) will be mitigated at a minimum 0.5:1 ratio through the purchase of CTS upland credits at an agency approved mitigation bank. Mitigation banks may include Great Valley Conservation Bank or Deadman Creek Mitigation Bank but will depend on availability. Compensation mitigation will be determined through the formal Section 7 consultation process and during the ITP process with CDFW.</p>	<p>Prior to construction</p>	<p>County</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p><b>BIO-20:</b> Prior to vegetation removal or initial ground disturbance during the nesting bird season (February 1<sup>st</sup> – September 30<sup>th</sup>) a pre-construction nesting bird survey must be conducted by a Project biologist prior to the start of work. The nesting bird survey must include the Project area plus a 300-foot buffer, where access is granted. Within 2 weeks of the nesting bird survey, vegetation in the surveyed area must be cleared/removed by the contractor or a supplemental nesting bird survey is required.</p> <p>A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300-foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can</p>	<p>Prior to construction</p>	<p>County</p>	<p><input type="checkbox"/></p>	<p>_____</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
be established if determined appropriate by the Project biologist and approved by CDFW.					
<b>BIO-21:</b> Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-22:</b> All food-related trash must be disposed into closed containers and must be removed from the Project area daily. Construction personnel must not feed or otherwise attract wildlife to the Project area.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-23:</b> The contractor must not apply rodenticide or herbicide within the Project area during construction.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>BIO-24:</b> If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>Cultural Resources/Tribal Cultural Resources</b>					
<b>CR-1:</b> If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.	During Construction	County / Contractor	<input type="checkbox"/>	_____	
<b>CR-2:</b> Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native	During Construction	County / Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.					
<b>Hazards and Hazardous Waste</b>					
HAZ-1: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provisions for "REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS."	Prior to construction / During construction	County / Contractor	<input type="checkbox"/>	_____	
HAZ-2: A Site Investigation is recommended for asbestos, ACMs, or lead-based paints in the existing bridge that have been disturbed before construction or will be disturbed during construction. This investigation should be implemented before construction and documented as part of the Phase II ISA.	Prior to construction	County	<input type="checkbox"/>	_____	
HAZ-3: Any leaking transformers observed during the course of the Project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22.	During construction	Contractor	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.					
<b>HAZ-4:</b> Any chemically treated wood must be treated as TWW and disposed of as hazardous waste. For the TWW, the DTSC regulations §66261.9.5 provide alternative management standards for TWW. Caltrans 2018 SSP for TWW, SSP 14-11.14, is based on DTSCs AMS regulations. This SSP directs the Contractor to follow the AMS including providing training to all personnel that may come in contact with TWW. This training must include, at a minimum, safe handling, sorting and segregating, storage, labeling (including date), and proper disposal methods.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>HAZ-5:</b> For any previously unknown hazardous waste/ material encountered during construction, the procedures outline in Appendix B (Caltrans Unknown Hazard Procedures, Construction Manual, December 2006) shall be followed.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>Hydrology and Water Quality</b>					
<b>WQ-1:</b> The proposed Project will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase II Small MS4 NPDES General Permit of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ).	During construction	Contractor	<input type="checkbox"/>	_____	
<b>Noise</b>					
<b>NOI-1:</b> No person shall operate any construction equipment that would exceed 75 dBA at or beyond the property, upon which a dwelling unit is located, between the hours of 7 p.m. and 7 a.m.	During construction	Contractor	<input type="checkbox"/>	_____	
<b>NOI-2:</b> All equipment shall be fitted with adequate mufflers according to the Caltrans manufacturers' specifications.	During construction	Contractor	<input type="checkbox"/>	_____	

# Appendix D: Distribution List

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A Notice of Availability was distributed to the following agencies and interested parties.

## State Government

California State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Central Valley Regional Water Quality Control Board  
11020 Sun Center Drive, Suite 200  
Rancho Cordova, CA 95670

Attention: Renee Robison  
California Department of Fish and Wildlife Region 4  
1234 E. Shaw Avenue  
Fresno, CA 93710

## Local Agencies

Stanislaus County Clerk-Recorder  
1021 I Street, Suite 101  
Modesto, California 95358

Stanislaus County Sheriff  
250 E. Hackett Road  
Modesto, CA 95358

Stanislaus County Office of Emergency Services  
Attn: Randy Crook  
3705 Oakdale Road  
Modesto, CA 95357

Stanislaus Consolidated Fire Protection District  
3324 Topeka Street  
Riverbank, CA 95367