PLACERVILLE DRIVE AT HANGTOWN CREEK BRIDGE REPLACEMENT PROJECT

Initial Study/Mitigated Negative Declaration

SEPTEMBER 2022

Dewberry

PREPARED FOR
City of Placerville
3101 Center Street
Placerville, CA 95667

PREPARED BY
Dewberry
11060 White Rock Rd Ste 200
Rancho Cordova, CA 95670
916.231.0974
Contact: Jennifer Howry

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

EXECUTIVE SUMMARY

The City of Placerville (City), with funding from the Federal Highway Administration (FHWA) and assistance from Caltrans, proposes to replace the existing Placerville Drive Bridge (No. 25C0029) at Hangtown Creek due to the bridge being identified as functionally obsolete due to substandard deck width and therefore is eligible for rehabilitation or replacement under Highway Bridge Program (HBP) guidelines. The proposed project is located along Placerville Drive approximately 0.5-miles north of US 50, within the western portion of the City of Placerville. Constructed in 1930, the existing bridge is a single span reinforced concrete T-girder bridge on concrete abutments founded on spread footings. The bridge is approximately 45 feet long by 24 feet wide and is within the City's right-of-way.

As part of its National Environmental Policy Act (NEPA) assignment of federal responsibilities by the FHWA, effective October 1, 2012, and pursuant to 23 USC 326, Caltrans is acting as the lead federal agency.

The proposed project is funded primarily by the federal-aid Highway Bridge Program (HBP) administered by the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans) Local Assistance. The replacement bridge would be designed to meet current applicable City, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans design criteria and standards.

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was submitted to the State Clearinghouse on September 7, 2022 for a 30-day public review period that will end on October 7, 2022. During the public review period, the Draft IS/MND will be available for review at the City Engineering Department and at the City Website: https://www.cityofplacerville.org/environmental-documents.

The Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of the IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This conclusion is supported by the following findings:

- The proposed project would not impact agriculture and forestry resources, mineral resources, and population and housing.
- The project would have a less-than-significant impact on air quality, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation, and utilities and service systems.
- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on aesthetics, biological resources, cultural resources, public services, transportation, tribal cultural resources, and wildfire.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

The proposed project would incorporate standard construction best management practices and standard construction measures required by Caltrans Standard Specifications and other applicable laws, regulations, and policies. The proposed project would implement mitigation measures, as described in Section 4 of this IS/MND.

1. INITIAL STUDY

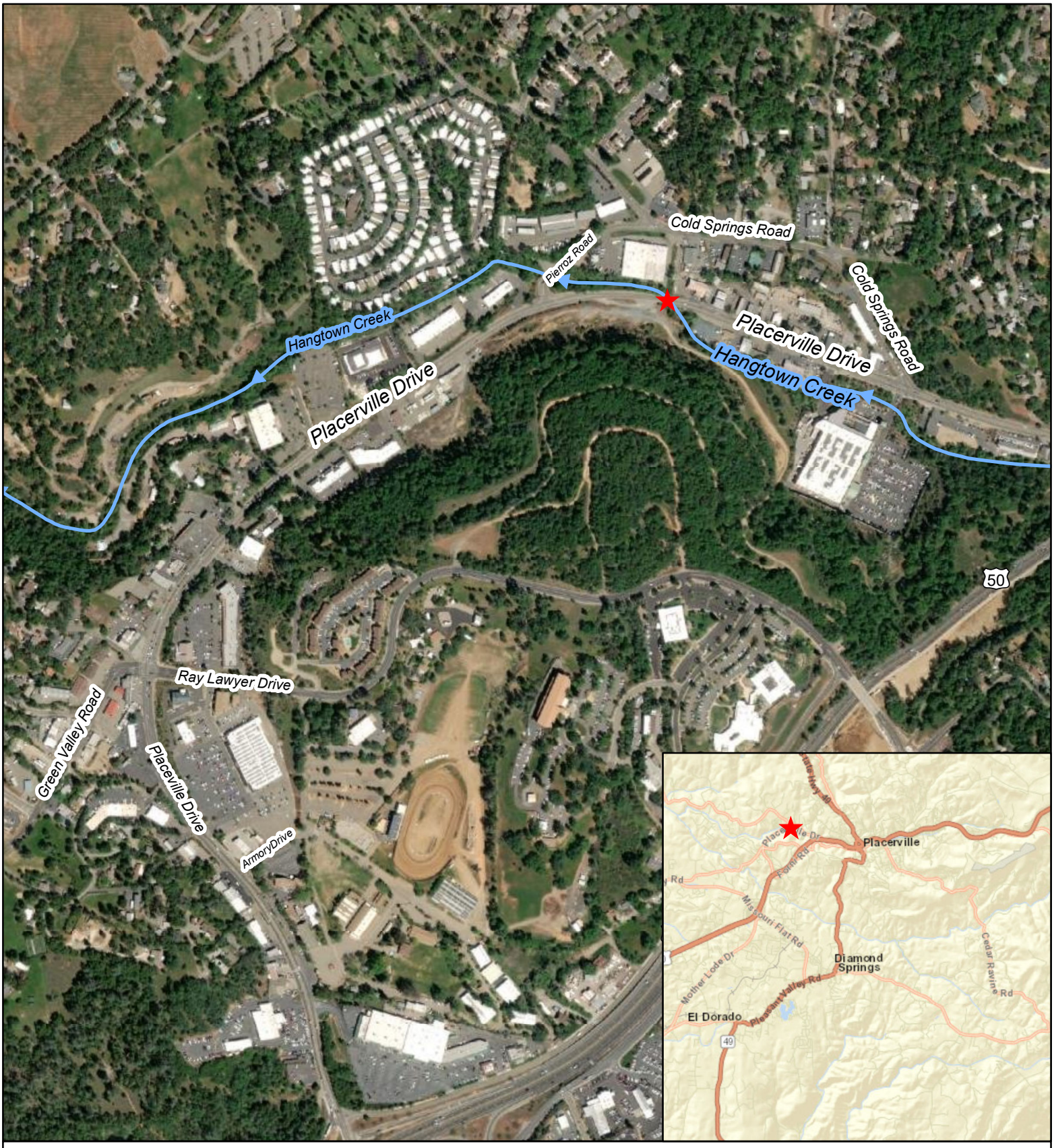
Project Title:	Placerville Drive at Hangtown Creek Bridge Replacement Project
Lead Agency Name and Address:	City of Placerville 3101 Center Street, Placerville, CA 95667
Contact Person and Phone Number:	Melissa McConnell, P.E. 530.642.5250
Project Location:	City of Placerville, El Dorado County, CA Placerville 7.5-Minute Quadrangle, Township 10N, Range 10E, Section 12
Project Sponsor's Name and Address:	Melissa McConnell, P.E. City of Placerville Engineering Department 3101 Center Street Placerville, CA 95667
Adjacent General Plan Designation(s):	Commercial (C), Highway Commercial (HWC)
Adjacent Zoning Designation(s):	Commercial (C)

Introduction

The City of Placerville (City) is proposing to replace the existing Placerville Drive Bridge at Hangtown Creek Bridge (Bridge No. 25C0029). The Placerville Drive at Hangtown Creek Bridge Replacement Project (proposed project), Federal Aid number BRLO-5015 (024), is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville (**Figure 1-1 and 1-2**). The general land use in the project vicinity consists of commercial and low-density residential uses. The existing roadway at the bridge is classified as a "Minor Arterial Road" and accommodates an Average Daily Traffic (ADT) of approximately 11,000 vehicle trips per day.

The proposed project is funded primarily by the federal-aid Highway Bridge Program (HBP) administered by the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans) Local Assistance. The replacement bridge would be designed to meet current applicable City, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans design criteria and standards.

	Source: ESRI Online Basemap, World Street Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet Notes: This map was created for informational and display purposes only	Placerville Drive at Hangtown Creek Bridge Replacement Project City of Placerville, CA	**Regional Location Map**	**Figure 1-1**



★ Project Location

Hangtown Creek

0 500 1,000 2,000 Feet

N

	Source: ESRI Online Basemap, World Imagery Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet Notes: This map was created for informational and display purposes only	Placerville Drive at Hangtown Creek Bridge Replacement Project City of Placerville, CA	**Project Location Map**	**Figure 1-2**

2. PROJECT DESCRIPTION

Existing Conditions

Constructed in 1931, the existing bridge is a single span reinforced concrete T-girder bridge on concrete abutments founded on spread footings. The bridge is approximately 45 feet (ft) long by 24 ft wide and is within the City's right-of-way. The bridge was previously determined to be functionally obsolete due to substandard deck geometry and there are no accommodations for bikes or pedestrians across the bridge. The existing bridge is coded as a 5 "not eligible" by Caltrans for listing on the National Register of Historic Places. The City has determined the structure has no historical significance and therefore does not qualify for special historical considerations.

The most recent 2020 Caltrans Bridge Inspection Report noted that the existing bridge has vertical cracking in the concrete girders and both abutments. An 18-inch diameter spall exposing rebar was also observed along the northern railing at the eastern abutment.

Purpose and Need

The bridge was last inspected by Caltrans in 2020 and has an overall Sufficiency Rating (SR) of 60.4. The bridge has been previously identified as functionally obsolete due to substandard deck width and therefore is eligible for rehabilitation or replacement under HBP guidelines.

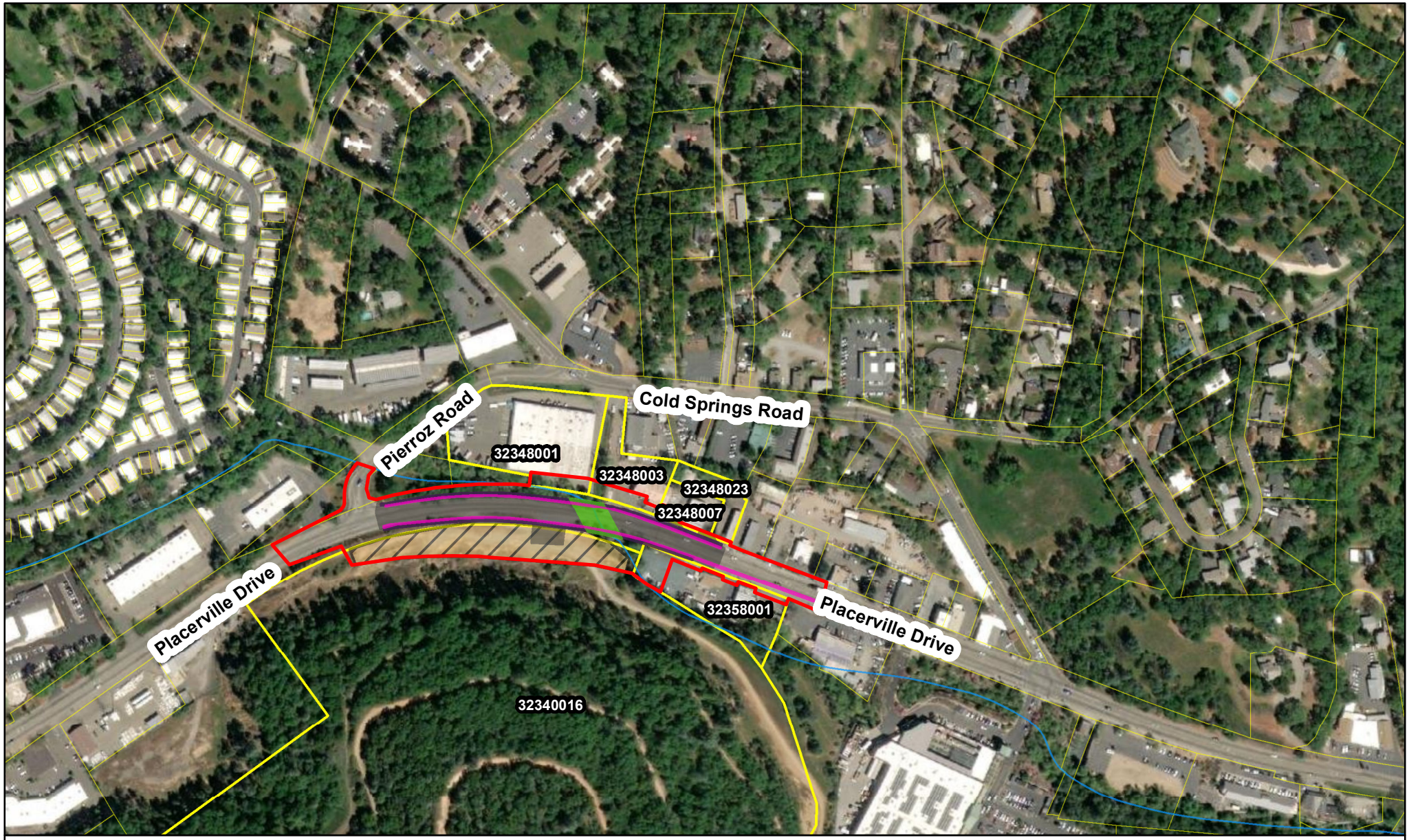
The purpose of the proposed project is to remove the existing functionally obsolete concrete bridge and replace it with a new concrete bridge designed to current structural and geometric standards that would provide adequate, reliable, and safe service for traffic. The new bridge would be designed to improve safety for vehicular, pedestrian, and bicycle traffic along Placerville Drive at the project site.

Proposed Project

The proposed structure would be a three-span bridge, approximately 94 feet in length and approximately 64 feet in width and would be raised 2 to 4 feet to accommodate Caltrans hydraulic standards for 50- and 100-year flood events (**Figure 2-1**). The proposed width would accommodate two 12-foot travel lanes, one 14-foot center turn lane as well as barriers, bicycle lanes, and pedestrian sidewalk facilities. The superstructure will be a cast-in-place concrete slab bridge supported by concrete abutments founded on either spread footings or cast-in-drilled-hole concrete piles socketed into rock. The piers will consist of concrete pile extensions socketed into rock. The new bridge would be lengthened on the western side to position the western abutment further away from the existing curve of Hangtown Creek at the bridge. The length of approach roadway work is being governed by the necessary rise in the roadway profile at the bridge to meet hydraulic requirements but is anticipated to extend approximately 550 feet from the bridge to the west and 300 feet from the bridge to east along Placerville Drive. The proposed project would include removing the existing streetlights attached to PG&E poles and install new standalone streetlights.

Creek Diversion and Dewatering

A creek diversion system would be used to divert flow through the construction zone and dewater the area around the bridge during construction. The creek diversion system would likely consist of placing cofferdams upstream and downstream of the construction site and conveying the water



Source: ESRI Online Basemap, World Imagery; Coordinate System NAD 83 State Plane California II FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

Placerville Drive at Hangtown Creek Bridge Replacement Project
City of Placerville, CA

Proposed Project Details

Figure 2-1

from Hangtown Creek through temporary culverts. Any temporary fill associated with the dewatering system would be removed at the end of construction, returning the creek to its original condition. The temporary cofferdams and culverts would be completely removed after the removal of the existing bridge and completion of the replacement bridge. The creek diversion system and subsequent site dewatering would be designed in conformance with City specifications and regulations as required by the Central Valley Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and the US Fish and Wildlife Service (USFWS). The operational timeline for the creek diversion would likely be June 15 to October 31, depending on the regulatory permit mitigation measures.

Demolition

Demolition of the existing Placerville Drive Bridge (25C0029), existing retaining walls, asphalt, etc. would be performed in accordance with City standards, supplemented by Caltrans Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the demolition would be removed from the project site and properly disposed of by the contractor. The construction contractor would prepare a bridge demolition plan for the proposed project that would include the use of best management practices.

Detour Route

Placerville Drive will be closed at the bridge during construction, and an approximate 0.5-mile temporary offsite detour utilizing Pierroz Road and Cold Springs Road will be used to maintain traffic (**Figure 2-2**). A detailed detour plan would be developed and approved by the City prior to the offsite detour implementation. Access to properties along Placerville Drive, between Cold Springs Road and Pierroz Road would be maintained throughout construction. Affected parcels would be informed of the project developments and of potential impacts to traffic operations prior to and during construction.

Utility Relocation

There are several utilities in the immediate vicinity of the project site, including overhead, surface, and underground utilities. Overhead electrical and telecommunications lines run through the project site along the northern edge of Placerville Drive. These lines would need to be relocated to complete construction of the proposed bridge replacement project. Additionally, there is a buried sewer line, buried telecommunications line, and waterline attached to the existing bridge that will require relocation.

Right-of-Way

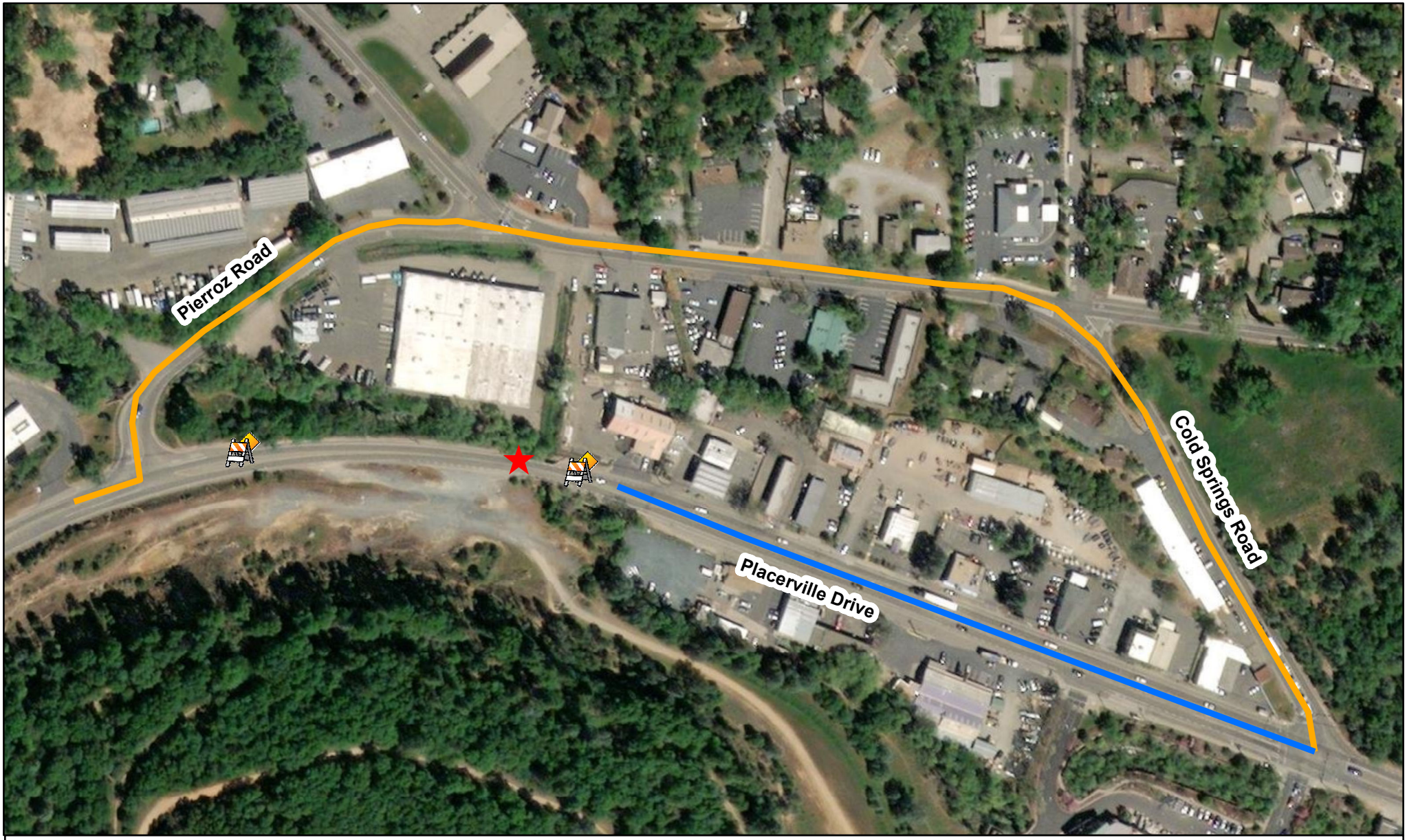
Permanent acquisition is anticipated from APN 323-400-16, APN 323-480-01, and APN 323-480-03. Temporary construction easements would likely be required from six parcels located adjacent to the project to complete construction of the replacement bridge and necessary driveway conforms. The parcels that would require temporary construction easements include APN 323-400-16, APN 323-480-01, APN 323-480-03, APN 323-480-07, APN 323-480-23, and APN 323-580-01.

Construction Activities

In order of activity, construction would consist of the following:

Construction Area Sign Installation

Sufficiently in advance of construction operations, the contractor will install appropriate construction signage to identify road and lanes closures and establish the detour routes. Signs would remain in place throughout the duration of construction.



Project Location

Business Access Only

Detour Route

N

0 125 250 375 500 Feet

Dewberry

Source: ESRI Online Basemap, World Imagery; Coordinate System NAD 83 State Plane California II FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

Placerville Drive at Hangtown Creek Bridge Replacement Project
City of Placerville, CA

Detour Route

Figure 2-2

Clearing, Grubbing, and Tree Removals
Portions of hardscape and landscaping in conflict with construction and demolition activities would be removed. Areas along the existing bridge would be cleared of vegetation and fencing.

Stream Diversion
Should water be present, stream flow in Hangtown Creek would be diverted into pipes through the active construction zone. The diversion would be established in conformance with City specifications as well as El Dorado County, California Department of Fish and Wildlife, Regional Water Quality Control Board, and U.S. Fish and Wildlife Service regulatory requirements. The stream diversion would be constructed within the existing channel to protect water flowing in Hangtown Creek from demolition and construction activities. Materials to construct the diversion would consist of pipes as needed to convey flow rates anticipated during construction, and exclusionary devices to construct diversion dams in the channel upstream and downstream of the site. Exclusionary devices may consist of sheet piles, gravel bags, water filled bladder dams, or another agency approved method. All stream diversion work would be contained within the approved project area.

Utility Relocation
Both overhead and underground utilities would require permanent relocation to accommodate the wider bridge.

General Demolition
Demolition of the existing bridge work would be performed in accordance with the current Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the bridge demolition would be removed from the project site and properly disposed of by a contractor.

New Bridge Foundation
The new abutment seat and associated foundations would involve excavations of up to 25 feet deep in the banks of Hangtown Creek. The pier supports would consist of concrete pile extensions socketed into rock.

New Bridge Construction
The new bridge construction would involve placement of cast-in-place concrete abutments. The superstructure will be a cast-in-place slab bridge. The contractor would install temporary falsework to support forms for the bridge superstructure. After placing concrete and reinforcement for the superstructure, the falsework would be removed, and the concrete surfaces would be finished. The creek diversion would be removed after the concrete has been sufficiently cured and finished and the falsework has been removed. The bridge barriers, roadway approaches, and bicycle and pedestrian facilities would then be completed. Backfill behind abutments and roadway base materials would be placed and then the roadway would be prepared for final surfacing.

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project.

TABLE 2-1. CONSTRUCTION EQUIPMENT

EQUIPMENT	CONSTRUCTION PURPOSE
Hydraulic Hammer	Demolition
Hoe Ram	Demolition

TABLE 2-1. CONSTRUCTION EQUIPMENT	
EQUIPMENT	**CONSTRUCTION PURPOSE**
Jack Hammer	Demolition
Water Truck	Earthwork construction + dust control
Bulldozer / Loader	Earthwork construction + clearing and grubbing
Haul Truck	Earthwork construction + clearing and grubbing
Front-End Loader	Dirt or gravel manipulation
Air Compressor	Bridge removal + finishing work
Boom Truck	Rebar installation + bridge removal
Drill Rig	Pile installation
Flatbed Truck	Material handling and delivery
Crane	Placement of falsework + rebar cages + pile installation + bridge removal
Grader	Ground grading and leveling
Dump Truck	Fill material delivery
Bobcat	Fill distribution
Excavator	Soil manipulation and placement of rock slope protection
Compaction Equipment	Earthwork
Roller / Compactor	Earthwork and asphalt concrete construction
Backhoe	Soil manipulation + drainage work
Holding Tanks	Slurry storage and suspended solid water settling
Concrete Truck and Pump	Placing concrete
Paver	Asphalt concrete construction
Truck with Seed Sprayer	Erosion control landscaping
Generators	Power Hand Tools

Construction Schedule and Timing

Construction is scheduled to begin in the spring of 2024 or of spring 2025, depending on right of way acquisition timing, and take approximately 12 months to complete.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☒ Wildfire	☐ Mandatory Findings of Significance

Determination: (To be completed by Lead Agency)
On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

8/31/2022
Date

Melissa K. McConnell
Printed Name

4. ENVIRONMENTAL CHECKLIST

4.1. Aesthetics

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AESTHETICS – EXCEPT AS PROVIDED IN PUBLIC RESOURCES CODE SECTION 21099, WOULD THE PROJECT:				
a) **Have a substantial adverse effect on a scenic vista?**	☐	☐	☐	☒
b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**	☐	☐	☒	☐
c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**	☐	☒	☐	☐
d) **Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?**	☐	☐	☐	☒

Setting

This analysis below follows the guidance and the definitions outlined in the publication *Guidelines for the Visual Impact Assessment of Highway Projects* published by the U.S. Department of Transportation Federal Highway Administration (FHWA) in January 2015.

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has

for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen.

The proposed project would replace the existing Placerville Drive bridge at Hangtown Creek, with a new multi-span concrete slab bridge approximately 94 feet in length, approximately 64 feet in width, and raised 2 to 4 feet to accommodate Caltrans hydraulic standards for 50- and 100-year flood events. The proposed bridge would accommodate two 12-foot travel lanes, one 14-foot center turn lane as well as barriers, bicycle lanes, and pedestrian sidewalk facilities. The new bridge would be lengthened on the western side to position the western abutment further away from the existing curve of Hangtown Creek at the bridge.

The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville. The land uses in the proposed project vicinity include of commercial and low-density residential uses. The landscape surrounding the proposed project site is generally flat, with localized steeper slopes, particularly along the highly incised banks of Hangtown Creek. The proposed project is at an elevation of approximately 1,675 feet above sea level and Hangtown Creek is the primary aquatic feature at the proposed project site.

There are no National Scenic Byways or All-American Roads within the proposed project area or El Dorado County (FHWA 2020). Additionally, there are no officially designated State Scenic Highways within the proposed project area; however, US 50 is listed as an officially designated State Scenic Highway from the eastern limit of the Government Center Interchange in the City of Placerville to Echo Summit, approximately 0.5 mile southeast of the proposed project site (Caltrans 2019).

A Minor Level Visual Impact Assessment prepared for the proposed project and found that the proposed bridge replacement would result in low to moderate changes to viewer response in the proposed project area (Caltrans 2020). The study also indicate that the replacement bridge would incorporate designs that are aesthetically similar to the existing bridge. Visual changes associated with the proposed project would be primarily due to proposed project construction and would be minor and short-term in nature.

Discussion

a) No Impact. According to the City General Plan, the Placerville Drive corridor is dominated by strip commercial uses, and most of the visual environment along the roadway is chaotic and interrupted. The City General Plan indicates only a few isolated portions of the corridor have any appreciable landscape quality in the foreground views and the visual environment lacks visual amenities. The Minor Level Visual Impact Assessment prepared for the proposed project came to similar findings, indicating that the visual character and quality of the proposed project site is moderate to low (Caltrans, 2020).

No designated scenic resources or scenic vistas were identified in the vicinity of the proposed. According to the City General Plan, the proposed project site is not located within an officially designated scenic landscape and does not contain important scenic resources. The proposed bridge improvements would be visually consistent with the existing structure and surrounding conditions, upon the completion of construction activities. The proposed project would have no impact on scenic vistas and no mitigation

measures would be required.

b) **Less Than Significant Impact.** No visually unique features or outcroppings, including rocks, trees, or historic buildings are located within or in the vicinity of the proposed project site. No State Scenic Highways, National Scenic Byways, or All-American Roads are located within viewable distance of the proposed project site (Caltrans 2019; FHWA 2020). The closest officially designated scenic highway is a segment of US 50 from the eastern limit of the Government Center Interchange in the City of Placerville to Echo Summit, located approximately 0.5 mile southeast of the proposed project site (Caltrans 2019). Views of the proposed project site from this scenic highway are completely obscured by existing topography and vegetation along US 50. The proposed project would not have an effect on any eligible or officially designated state scenic routes, highways, or their viewsheds.

   Vegetation removal would be required to complete construction of the proposed replacement bridge. Disturbed areas would be revegetated with native plants upon the completion of construction, and the proposed bridge improvements would be visually consistent with the existing site conditions. Construction activities, including the presence of construction equipment and the proposed temporary detour, may temporarily affect the visual environment surrounding the proposed project site. However, these impacts would be temporary and less than significant. Characteristics of the visual environment surrounding the proposed project would be consistent with existing conditions site upon completion of construction. The proposed project would have a less than significant impact on scenic resources such as historic buildings, prominent natural features, or any state designated scenic highway in the proposed project vicinity and no mitigation would be required.

c) **Less Than Significant Impact with Mitigation Incorporated**. Operations of the proposed project would be similar to existing conditions upon the completion of construction activities. The proposed project site is in an urbanized area and is publicly visible by neighboring parcels, motorists along Placerville Drive, and bicycle and pedestrian users along the roadway. The Minor Level Visual Impact Assessment prepared for the proposed project found that proposed improvements would be consistent with existing visual character and visual quality of the existing corridor. The proposed project would not substantially affect the pattern elements (buildings, landscaping trees and vegetation) of the project area, nor add new land uses.

   Viewer groups at the proposed project, including motorists, bicyclists, and pedestrians along Placerville Drive and adjacent commercial and residential properties, are anticipated to have a low to moderate response to views of the proposed project. The proposed project would replace the existing bridge with a new bridge along the same alignment and design to current structural and geometric standards. Upon the completion of construction, the proposed project would be consistent with existing visual environment of the proposed project site; however, construction activities such as the proposed temporary detour, tree removal, and ground disturbing activities are anticipated to result in short-term visual impacts to the proposed project site.

   The most noticeable change in views anticipated during proposed project construction would be a result from the required tree removal along Hangtown Creek and removal of

the existing Placerville Drive bridge. Approximately 41 trees (7.5” diameter or larger), within the riparian corridor of Hangtown Creek, would required to be removed to accommodate the new bridge structure, retaining walls, utility relocations and construction access . All removed trees would be replanted as required by **Mitigation Measures BIO-5 and BIO-6** (refer to **Section 4.4**) and would reduce the visual impacts resulting from tree removal. Additionally, the following measures are identified in the Minor Level Visual Impact Assessment prepared for the proposed project to avoid or minimize visual impacts associated with the proposed project:

1. Incorporate designs, possibly concrete staining on the exterior girders and bridge railing to maintain the character of the existing bridge and the natural surroundings.
2. Revegetate and restore any disturbed areas with the appropriate native vegetation to minimize erosion and visual contrast with existing vegetation in compliance with Section 20, “Landscape” and Section 21 “Erosion Control” of the Caltrans Standard Specifications 2018.

With the implementation of mitigation measures**,** and the established avoidance and minimization measures, the proposed project would result in less than significant impacts to the visual character and quality of the proposed project site.

d) No Impact. The proposed project would be a concrete bridge consistent in design with the existing structure. Currently, lighting from adjacent facilities and from roadway traffic are the only sources of nighttime light at the proposed project site. Since the proposed project would not add capacity to the roadway nor would in introduce additional street lighting, no new sources of glare would be created as a result of the proposed project. Construction activities would occur during daylight hours, thus, would not increase light or glare in the proposed project area. The proposed project would have no impact in this regard and no mitigation measures would be required.

Mitigation Measures

Implement **Mitigation Measures BIO-5 and BIO-6**, as described in **Section 4.4, Biological Resources**, below.

4.2. Agriculture and Forestry Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AGRICULTURAL AND FOREST RESOURCES – IN DETERMINING WHETHER IMPACTS TO AGRICULTURAL RESOURCES ARE SIGNIFICANT ENVIRONMENTAL EFFECTS, LEAD AGENCIES MAY REFER TO THE CALIFORNIA AGRICULTURAL LAND EVALUATION AND SITE ASSESSMENT MODEL (1997) PREPARED BY THE CALIFORNIA DEPARTMENT 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 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?**	☐	☐	☐	☒
b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**	☐	☐	☐	☒
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))?**	☐	☐	☐	☒
d) **Result in the loss of forest land or conversion of forest land to non-forest use?**	☐	☐	☐	☒
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?				

Setting

The California Land Conservation Act (Williamson Act) was established after World War II when valuable farmland was rapidly converted to urban use due to pressure from continuous population growth. The Williamson Act provides tax relief to landowners who participate in the program with the condition that their land will not be developed. The Farmland Mapping and Monitoring Program was established in 1982 to assess the location and quantity of agricultural lands, and the conversion of these lands over time. This information is used to assist with decision making and planning regarding California's agricultural lands.

Per the City's land use map, the designations in the proposed project area include Commercial (C) and Highway Commercial (HWC) (City of Placerville, 1990). Zoning designations also include Commercial (C) and Highway Commercial (HWC). According to the California Department of Conservation's (CDOC) California Important Farmland Finder, the proposed project area consists of Urban and Built-up Land and Other Land. The proposed project area does not contain any prime farmland, unique farmland, farmland of statewide or local importance, or land under Williamson Act contract (CDOC, 2016).

Regulatory Setting

City of Placerville General Plan Policy Document

Section V. Natural, Cultural, and Scenic Resources

Goal B: To prevent the premature conversion of agricultural lands and to protect the soil resources of the Placerville area.

- The City shall preserve, to the maximum extent possible, those soils most suitable for intensive agricultural production and encourage their continued use for agricultural purposes.
- The City shall direct development incompatible with agricultural activities away from agricultural lands and into areas of lesser agricultural importance.
- The City shall encourage the County's continued use of Williamson Act contracts in the areas surrounding Placerville's Sphere of Influence.
- The City shall site and condition approvals of developments in areas of steep slopes and erosive soils to minimize the need for grading and shall require reseeding and landscaping of disturbed areas, matting of steep cut slopes, and construction of retention basins.
- The City shall require stockpiling of topsoil and construction sites for replacement following construction.
- The City shall condition development approvals to minimize unnecessary compaction of soils that would reduce its permeability.

- The City shall, to the maximum extent possible, prevent the dumping of wastes and other substances, such as pesticides, soil sterilants, and toxic wastes, harmful to soil structure, soil organisms, or fertility.

Discussion

a) **No Impact.** No prime farmland, unique farmland, or farmland of statewide importance is within the proposed project area or would be affected by the proposed project. Therefore, no impact would occur, and no mitigation would be required.

b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur, and no mitigation would be required.

c) **No Impact.** No forest land, timberland, or timberland zoned Timberland Production is within the proposed project area or would be affected by the proposed project. Therefore, no impact would occur, and no mitigation is required.

d) **No Impact.** As mentioned in the response to item **c)**, no forest land is within the proposed project area or would be affected by the proposed project. Therefore, no impact would occur, and no mitigation would be required.

e) **No Impact.** See the responses to items **a), b),** and **c)**. No mitigation would be required.

Mitigation Measures

No mitigation measures are required related to agriculture and forestry resources.

4.3. Air Quality

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
AIR QUALITY – WHERE AVAILABLE, THE SIGNIFICANCE CRITERIA ESTABLISHED BY THE APPLICABLE AIR QUALITY MANAGEMENT DISTRICT OR AIR POLLUTION CONTROL DISTRICT MAY BE RELIED UPON TO MAKE THE FOLLOWING DETERMINATIONS. WOULD THE PROJECT?				
a) **Conflict with or obstruct implementation of the applicable air quality plan?**	☐	☐	☒	☐
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?**	☐	☐	☒	☐
c) **Expose sensitive receptors to substantial pollutant concentrations?**	☐	☐	☒	☐
d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**	☐	☐	☒	☐

Setting

The proposed project site is located within the Mountain Counties Air Basin (MCAB) and is under the jurisdiction of the El Dorado County Air Quality Management District (EDCAQMD). Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The EDCAQMD is one of 35 regional air quality districts in California and has jurisdiction over all El Dorado County. Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The following rules and regulations have been established by the EDCAQMD and would be applicable to the proposed project:

- Rule 202 – Visible Emissions. Limits emissions that are darker in shade than No.1 on the Ringelmann Chart or of such opacity as to obscure an observer's view to a degree equal to or greater than smoke.
- Rule 205 – Nuisance. Prohibits discharge of air contaminants or other material that (1)

cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; (2) endanger the comfort, response, health, or safety of any such persons or the public; or (3) cause, or have a natural tendency to cause, injury, or damage to business or property.

- Rule 207 – Particulate Matter. Limits particulate matter emissions in excess of 0.1 grains per cubic foot of dry exhaust gas.
- Rule 223-1 – Fugitive Dust. Limits fugitive dust emissions from construction and construction-related activities. The rule requires submission of a detailed Fugitive Dust Control Plan to the EDCAQMD prior to the start of any construction activity for which a grading permit was issued by El Dorado County or an incorporated city within the county and implementation of best management practices identified by the EDCAQMD.
- Rule 224 – Cutback Asphalt Paving Material. Specifies volatile organic compound (VOC) limits for cutback asphalt.

The proposed project area is also a member of the Sacramento Area Council of Governments (SACOG), a regional transportation planning association that also includes portions of Placer and El Dorado counties, and Sacramento, Sutter, Yolo, and Yuba counties. SACOG is responsible for regional transportation planning within its jurisdiction (the City and portions of El Dorado County) and preparing air quality conformity analyses, documents that are used to bring regional emissions into compliance with federal and state air quality standards pursuant to the Clean Air Act. As such, the proposed project is included in the 2017/2020 SACOG Metropolitan Transportation Improvement Program (MTIP).

The federal Clean Air Act requires the U.S. Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. **Table 4-1** provides information on the NAAQS and **Table 4-2** provides information on the CAAQS.

TABLE 4-1. **NAAQS**

POLLUTANT	STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM
Carbon monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_2)	Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate $PM_{2.5}$	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3

TABLE 4-1. **NAAQS**					
POLLUTANT		STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM
matter (PM)					years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. EPA, 2021.

TABLE 4-2. CAAQS			
POLLUTANT		**AVERAGING TIME**	**CONCENTRATION THRESHOLD**
Carbon monoxide (CO)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Lead (Pb)		1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)		1 hour	0.18 ppm
		Annual arithmetic mean	0.030 ppm
Ozone (O_2)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Particulate matter (PM)	$PM_{2.5}$	Annual arithmetic mean	12.0 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual arithmetic mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Visibility reducing particles		9 hours	Extinction of 0.23 per kilometer
Sulfates		24 hours	25 µg/m3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: ARB, 2016

The proposed project site and El Dorado County are in an area that is currently in federal non-attainment for 8-hour ozone standards and is in state non-attainment for ozone and particulate matter 10 microns or less in diameter (PM_{10}) standards (CARB, 2020).

Discussion

a) **Less Than Significant Impact.** The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville, El Dorado County, California. According to a 2018 El Dorado County Asbestos Review

Areas map, the proposed project site is not located within areas known to contain Naturally Occurring Asbestos (NOC). As the proposed project is a bridge replacement, capacity along Placerville Drive would not be increased as a result, and no new sources of permanent emissions are proposed. The proposed project does include the addition of new bike and pedestrian facilities on the replacement bridge.

The City General Plan does not contain any air quality policies that are directly applicable to the proposed project (City of Placerville, 2019). As the proposed project is located within the boundaries of the EDCAQMD, the applicable regulations identified in the Settings section, above, would be implemented as part of the proposed project. Additionally, the following best management practices (BMPs) would be used to avoid and minimize potential construction related impacts in compliance with EDCAQMD regulations:

- Implement a Fugitive Dust Control Plan.
- Ensure that construction equipment exhaust emissions shall not exceed EDCAQMD Rule 202, Visible Emissions and ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation, as a responsibility of the contractor. Limit idling time to five minutes (13 CCR Section 2485, 2449).
- Utilize existing power sources (i.e. power poles) or clean fuel generators rather than temporary power generators.
- Suspend grading operations when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- Have an operational water truck available on site at all times. Water the construction site as directed by the City, EDCAQMD, and as necessary to prevent fugitive dust violations. Sweep paved streets frequently and install wheel washers where proposed project vehicles exit the proposed project site and staging area.
- Cover onsite dirt piles, install wind breaks, and employ water and/or soil stabilizers to reduce wind-blown dust emissions. Apply chemical soil stabilizers according to manufacturer specifications on all inactive construction areas. Minimize the free fall distance and fugitive dust emissions of all transfer processes.
- Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and provide temporary traffic control as needed.
- Reestablish ground cover on applicable areas of the construction site as soon as possible through seeding and watering.

The proposed project would be consistent with applicable federal, state, EDCAQMD air quality statutes, regulations, and plans. There would be no operational impacts to air quality as a result of the proposed project and temporary impacts due to construction would be less than significant. No mitigation measures would be required.

b) Less Than Significant Impact. The proposed project would not add lanes or increase capacity along Placerville Drive and would not result in permanent increases in criteria air

pollutants in the proposed project area. Operation of the proposed project would have no impact and no mitigation measures would be required.

Construction of the proposed project would take approximately 12 months to complete and would generate temporary criteria air emissions within the proposed project area. As the proposed project site and El Dorado County are in an area that is currently in federal non-attainment for 8-hour ozone standards and is in state non-attainment for ozone and PM_{10} standards (CARB, 2020), the EDCAQMD has adopted guidelines for the proposed project area that state that construction activities may potentially result significant in significant affects if such activities generate total emissions in excess of the districts established thresholds. According to the EDCAQMD Guide to Air Quality Management (EDCAQMD, 2002), if reactive organic gas (ROG) and nitrogen oxide (NOx) emissions are under the established threshold of 82 pounds generated per day, the impacts would be considered less than significant. The EDCAQMD Guide to Air Quality Management also indicates if ROG and NO_x emissions are under the established threshold of 82 pounds generated per day, then emission of CO and PM10 would also be considered less than significant.

The Caltrans Roadway Construction Emissions Modeling tool was used to estimate construction emissions produced by the proposed project (**Appendix A**). The assumptions that were made during modeling include: 1) the types and quantities of construction equipment typical of bridge projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet 20 percent NO_X and 45 percent exhaust PM reduction requirements. Estimated criteria air emissions generated by proposed project construction and applicable EDCAQMD emissions thresholds are summarized in **Table 4-3**, below.

TABLE 4-3. AIR QUALITY EMISSIONS AND THRESHOLDS

POLLUTANT	SMAQMD THRESHOLDS (POUNDS/DAY)	MAXIMUM PROJECT EMISSIONS (POUNDS/DAY)
ROG	82	8.22
NOx	82	70.61
CO	--	66.30
SOx	--	0.16
PM_{10}	--	12.05
$PM_{2.5}$	--	3.90

Source: SMAQMD, 2020; SMAQMD, 2018.

Generated emissions by the proposed project would be below the established EDCAQMD emissions thresholds and would not significantly increase emissions to the criteria pollutants currently at nonattainment for El Dorado County (Ozone and PM10). The proposed project would only affect local air pollutants during construction (approximately 12 months) and would not affect long-term air pollutant emissions in the proposed project area. Therefore, the proposed project would not result in a cumulatively considerable net increase of criteria pollutants in the proposed project area and impacts would be less than significant in this regard. Mitigation measures would not be required, and the proposed project would implement the BMPs identified above to avoid and minimize potential

construction emissions.

c) **Less Than Significant Impact.** Sensitive receptors in the proposed project vicinity include dental offices, a single-family residence, a masonic lodge, and a mobile home park. The closest sensitive receptor to the proposed project site is are the dental offices, located approximately 250 feet to the north. The proposed project would not add lanes, increase capacity, or change the alignment of Placerville Drive that would expose sensitive receptors in the proposed project area to substantial pollutant concentrations. Operation of the proposed project would have no impact in this regard and no mitigation measures would be required.

Construction activities would occur for a duration of approximately 12 months. Residents located in the proposed project site would be exposed to air pollutant emissions only for the duration of construction. As discussed above, under Section 4.3.2 b), the proposed project construction activities would generate air emissions less than the thresholds established by the EDCAQMD (Refer to Table 4.3.2). The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, approximately 12 months. This exposure period is limited and is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM10 and CO hotspot analysis (Caltrans, 2018). With implementation of the BMPs discussed above, under Section 4.3.2 b), construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant, and no mitigation measures would be required.

d) **Less Than Significant Impact.** The proposed project would remove the existing Placerville Drive bridge at Hangtown Creek and replace it with a new concrete bridge designed to current structural and geometric standards that would provide adequate, reliable, and safe service for traffic. The proposed project would not add lanes or increase capacity along Placerville Drive and would not result in permanent increases in other emissions, including objectionable odors, in the proposed project area. Operation of the proposed project would have no impact in this regard and no mitigation measures would be required.

Construction activities at the proposed project site could include other emissions, including objectionable odors, from tailpipe diesel emission and from new asphalt. Other emissions, including odors, would be temporary and limited to the area adjacent to the construction operations. The proposed project is located along the existing Placerville Drive arterial roadway corridor and is surrounded by commercial land uses. The nearest residential land use to the proposed project site is a single-family home located 300 feet north of the proposed project area. Other emissions, including objectionable odors, generated by proposed project construction would be temporary and intermittent in nature, and would dissipate rapidly from the source with an increase in distance. As a result, other emissions, including objectionable odors, generated during proposed construction activities would be less than significant and no mitigation measures would be required.

Mitigation Measures

No mitigation is required.

4.4. Biological Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
BIOLOGICAL RESOURCES - WOULD THE PROJECT:				
a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	☐	☒	☐	☐
b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	☐	☒	☐	☐
c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**	☐	☒	☐	☐
d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**	☐	☐	☒	☐
e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**	☐	☒	☐	☐

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?**	☐	☐	☐	☒

Setting

A Natural Environment Study (*NES*; Caltrans, 2020) was prepared for the proposed project and is available for review at the City's offices. An evaluation of biological resources was conducted to determine whether any special-status species or associated sensitive habitat occurs within the proposed project area (*NES;* Caltrans, 2020). Data for the area was obtained from state and federal agencies. Maps and aerial photographs of the proposed project area and surrounding areas were reviewed. A field survey was conducted to determine the habitats present. Additionally, information in this section is pulled from the Aquatic Resources Delineation dated April 2019 (*ARD;* Caltrans, 2019).

Habitats

Terrestrial habitat types within the proposed project area include ruderal grassland, valley foothill riparian, and urban (developed). Aquatic habitat types include riverine (ephemeral and perennial). Hangtown Creek is the primary aquatic feature within the proposed project area. Placerville Drive is a paved, east to west aligned road in the proposed project area. Topography is generally flat, with localized steeper slopes, particularly along the highly incised banks of Hangtown Creek. The proposed project area is at an elevation of approximately 1,675 feet above sea level.

Figure 4-1 provides a habitat map of the proposed project area while **Table 4-4** summarizes the habitat types within the proposed project area.

TABLE 4-4. HABITAT TYPES WITHIN THE PROPOSED PROJECT AREA

HABITAT TYPE	ACRES WITHIN PROPOSED PROJECT AREA	PERCENT COMPOSITION
UPLAND COMMUNITIES		
Ruderal Grassland	3.37	**34**
Urban (Developed)	5.13	**52**
Valley Foothill Riparian	1.06	**11**
AQUATIC COMMUNITIES		
Riverine – Ephemeral	0.02	**<1**
Riverine – Perennial	0.23	**2**
Total	**9.81**	**100**

Source: Caltrans, 2020

Dewberry

Source: ESRI Online Basemap, World Imagery; Coordinate System NAD 83 State Plane California II FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

Placerville Drive at Hangtown Creek Bridge Replacement Project
City of Placerville, CA

Habitat Types within the Biological Study Area

Figure 4-1

Special-Status Plant Species

The NES identified 16 special-status plant species with the potential to occur in and around the proposed project area. The NES determined that no state or federally listed, proposed, candidate, or sensitive plant species would occur within the proposed project area due to lack of suitable habitat.

Special-Status Wildlife Species

The NES identified 11 special-status wildlife species and 1 critical habitat that have the potential to occur within the proposed project area. There is no critical habitat or essential fish habitat designated within the proposed project area (Caltrans, 2020). Of the 11 special-status wildlife species, 3 were determined to have the potential to occur within the proposed project area. These species include foothill yellow-legged frog (*Rana boylii*), western pond turtle (*Emys marmorata*), and pallid bat (*Antrozous pallidus*).

Foothill yellow-legged frog (FYLF) is designated as endangered by the CDFW, as well as a California species of special concern. As of December 28, 2021, the USFWS proposed FYLF for listing as federally endangered and this proposal is currently in review. This species occurs in or near rocky streams in a variety of habitats. Adults may bask on exposed rock but will take cover underwater when disturbed. Eggs are attached to gravel or rocks in moving water near stream margins. FYLF requires permanent streams with shallow, flowing water, preferably in small- to moderate-sized stream situations with at least some cobble-sized substrate (Jennings and Hayes, 1994). This species is rarely found far from permanent water and breeds mid-March to early June, after high water of streams subsides (Jennings and Hayes, 1994). There are two recorded occurrences of FYLF within 5 miles of the proposed project area, however both occurrences are reported extirpated. FYLF were not observed in the proposed project area during the survey conducted in April 2019. Hangtown Creek in the proposed project area provides only marginal habitat for FYLF due to the high levels of disturbance and the crayfish and sunfish that are abundant throughout the creek. Based on the best scientific and commercial information available, FYLF does not currently occupy the proposed project area; however, Hangtown Creek could provide low quality dispersal habitat for FYLF.

Western pond turtles, including both the northwestern (ssp. *Marmorata*) and southwestern (ssp. *Pallida*) subspecies, are listed as a California species of special concern by CDFW. Western pond turtles range throughout the state of California, from southern coastal California and the Central Valley, east to the Cascade Range and the Sierra Nevada. Western pond turtle has been recorded as occurring within 5 miles of the proposed project area. No western pond turtles were observed during the April 2019 survey. Hangtown Creek does not provide suitable habitat for this species most of the year due to its ephemeral nature, lack of suitable basking structures, heavy canopy shading, lack of forage (aquatic vegetation, fish, and amphibians), and urban setting. Although Hangtown Creek is very poor habitat, it does provide a potential movement corridor for western pond turtles.

The pallid bat is designated as a California species of special concern by CDFW. The pallid bat is a locally common species of low elevations and is a yearlong resident through most of its range. It uses a wide variety of habitats from sea level up through mixed conifer forests, but is most common in open, dry habitats with rocky areas for roosting. Pallid bats roost in caves, crevices, and sometimes hollow trees and buildings during the day; night roosts may be in more open sites, such as porches and open buildings. Pallid bats are social and may roost in groups of 20 or more.

Maternity colonies form in early April and may have 10 to 100 individuals. Males may roost separately or in the nursery colony. There are no recorded occurrences for pallid bat within 5 miles of the proposed project area. The large trees and snags within the proposed project area could provide suitable roosting habitat for pallid bat. No bats or signs of bats (i.e., guano or urine staining) were observed during the surveys conducted in April 2019.

The proposed project area provides potential nesting and foraging habitat for migratory birds and raptors. Swallows, such as the barn swallow (*Hirundo rustica*) and cliff swallow (*Petrochelidon pyrrhonota*), and black phoebes commonly nest on the undersides of bridges that cross over, or are in close proximity to, aquatic habitats such as rivers, streams, and lakes. Common raptors, such as red-shouldered hawk (*Buteo lineatus*) and red-tailed hawk (*Buteo jamaicensis*), and birds, such as tree swallows (*Tachycineta bicolor*) and sparrows, commonly nest in large trees that overhand or are in close proximity (within 0.25 miles), to aquatic habitats such as rivers, streams, and lakes, as well as in close proximity to annual grasslands and agricultural fields. The existing Placerville Drive Bridge, as well as the valley foothill riparian habitat, provide potential nesting and foraging habitat for birds listed by the Migratory Bird Treaty Act (MBTA). No active bird nests were observed within the proposed project area during the April 2019 surveys. Remnant pieces of old swallow nests were observed underneath the bridge.

Jurisdictional Waters

The aquatic resources delineation identified 0.25 acres of potentially jurisdictional aquatic features within the proposed project area. These features included riverine (upper perennial and ephemeral). All aquatic features, including potentially jurisdictional wetlands and other waters of the United States, are shown below in **Table 4-5** and discussed further in the aquatic resources delineation.

TABLE 4-5. POTENTIALLY JURISDICTIONAL FEATURES WITHIN THE STUDY AREA

MAP ID	WETLAND TYPE – COWARDIN CLASSIFICATION[1]	AVERAGE WIDTH OF OHWM (FEET)	LENGTH (FEET)	ACRES
OTHER WATERS				
Hangtown Creek	Creek – Riverine Upper Perennial Unconsolidated Bottom Permanently Flooded	14	725	0.23
Drainage Ditch	Ditch – Riverine Intermittent	6	110	0.02
	TOTAL AREA OF POTENTIALLY JURISDICTIONAL FEATURES:		**835**	**0.25**

Hangtown Creek is a perennial channel that flows west through the study area. Hangtown Creek is shown as a perennial channel on the Placerville CA 7.5-Minute USGS Quadrangle and is mapped as a riverine, upper perennial, unconsolidated bottom, permanently flooded (R3UBH) feature on the National Wetland Inventory (NWI) map (USFWS, 2020). Flows in Hangtown Creek are supplemented by urban runoff and landscape irrigation. Disturbance to Hangtown Creek from human activities includes historic mining, channelization, and the installation of retaining walls, culverts, and the City sewer pipe. The OHWM determination was based primarily on the presence of scour and water staining on the banks and is approximately 14 feet wide. Hangtown Creek was flowing during the site visit conducted in April 2019.

The vegetated drainage ditch is located on the northern side of Hangtown Creek and is not shown on the Placerville CA Quadrangle map nor is it mapped on the NWI. It appears that runoff from

the surrounding parking lots collects in this ditch before emptying into Hangtown Creek. The drainage ditch was dry at the time of the survey conducted in April 2019 and was vegetated primarily with species found in the ruderal grassland and valley foothill riparian habitat types. The width of the OHWM of the drainage ditch is approximately 6 feet.

Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated "islands" of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations.

Hangtown Creek provides a very limited movement corridor through the proposed project area as well as through the City of Placerville. Hangtown Creek, with a sparse and highly disturbed riparian corridor, is surrounded by residential and commercial development. Based on this, the creek provides a low-quality migration or dispersal corridor for common species and is unlikely to support special-status species. In addition, these features would likely discourage the movement of many common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats to the north and south of the proposed project area, as well as to the east and the west further upstream and downstream. The proposed project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors, though some temporary disruption of wildlife movement would occur during the construction period.

Regulatory Setting

This section lists specific environmental review and consultation requirements and identifies permits and approvals that must be obtained from local, state, and federal agencies prior to implementation of the proposed project.

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process. Procedures for addressing impacts on federally listed species follow two principal pathways, both of which require consultation with the USFWS, which administers the ESA for all terrestrial species. The first pathway, Section 10(a) incidental take permit, applies to situations where a non-federal government entity must resolve potential adverse impacts on species protected under the ESA. The second pathway, Section 7 consultation, applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1989 prohibits killing, possessing, or trading in

migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This Act encompasses whole birds, parts of birds, bird nests, and eggs, and it makes it unlawful to take (i.e., pursue, kill, harm, harass) any migratory bird or their active nests. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the FGC.

All raptors and their nests are protected from take or disturbance under the MBTA (16 USC, Section 703 et seq.) and California statute (FGC Section 3503.5). The golden eagle and bald eagle are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 USC, Section 669 et seq.).

Clean Water *Act*

Section 401 of the federal Clean Water Act (CWA) required any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The Central Valley Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements in the study area.

CWA Section 404 prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the US Army Corps of Engineers (Corps). The Corps and the US Environmental Protection Agency (EPA) administer the act. In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CRF Section 328.3 7b). the lateral extent of non-tidal waters is determined by delineating the ordinary high water mark [33 CRF Section 328.4(c)(1)].

If adjacent wetlands occur, the limits of jurisdiction extend beyond the ordinary high water mark to the outer edge of the wetlands. The presence and extent of wetland areas are normally determined by examination of the vegetation, soils, and hydrology of a site. The majority of jurisdictional wetlands exhibit three wetland criteria: hydrophytic vegetation, wetland hydrology, and hydric soils.

Substantial impacts on jurisdictional wetlands may require an individual permit. Small-scale projects may require a nationwide permit, which typically has an expedited process compared to the individual permit process. Mitigation of wetland impacts is required as a condition of the 404 permit and may include on-site preservation, restoration, or enhancement and/or off-site restoration or enhancement. The characteristics of the restored or enhanced wetlands must be equal to or better than those of the affected wetlands to achieve no net loss of wetlands.

Executive Order 13112 – Invasive Species

Executive Order (EO) 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. Corps permits for the project will include conditions ensuring that the proposed project

complies with EO 13112 and does not contribute to the spread of invasive species.

State

California Endangered Species Act

Under the California Endangered Species Act (CESA), the CDFW has the responsibility for maintaining a list of endangered and threatened species (FGC Section 2070). State-listed species are fully protected under the mandates of the CESA. The CDFW maintains a list of "candidate species" that are species that the CDFW formally notices as being under review for addition to the list of endangered or threatened species. FGC Sections 2080 through 2098 outline the protection provided to California's rare, endangered, and threatened species. FGC Section 2080 prohibits the taking of plants and animals listed under the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Section 2081 establishes an incidental take permit program for state-listed species.

Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will have a potentially significant impact on such species.

Species of Special Concern

The CDFW maintains lists of "species of special concern" that serve as species "watch lists". Species with this status have limited distribution or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered rare under CEQA and thereby warrant specific special protection measures.

Native Plant Protection Act

The Native Plant Protection Act of 1977 (FGC Section 1900 et seq.) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by CDFW). An exception to this prohibition in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify CDFW and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed (FGC Section 1913 exempts from take prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way"). Project impacts on these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

California Native Plant Society

The California Native Plant Society (CNPS) maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts on populations of CNPS-listed plants receive consideration under CEQA review. The following identifies the definitions of the CNPS listings:

- List 1A: Plants believed extinct

- List 1B: Plants Rare, Threatened, or Endangered in California and elsewhere
- List 2: Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere
- List 3: Plants about Which We Need More Information – A Review List
- List 4: Plants of Limited Distribution – A Watch List

CEQA Guidelines Section 15380 provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on CNPS Lists 1A, 1B, and 2 would typically be considered under CEQA.

California Fish and Game Code Section 1602

State and local public agencies are subject to FGC Section 1602, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of nay river, stream, or lake designated by the CDFW. Under Section 1602, a discretionary Streambed Alteration Agreement permit from the CDFW (Region 2 for the proposed project) must be issued by the CDFW to the project applicant prior to the initiation of construction activities within lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

California Fish and Game Code Sections 3500 to 5500

FGC Sections 3500 to 5500 outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock.

Under FGC Section 3503.5 it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird as otherwise provided by this code or any regulation adopted pursuant thereto.

NPDES General Permit for Stormwater Discharges Associated with Construction

The State Water Resources Control Board (SWRCB) has adopted a General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (CAS000002), Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order 2012-0006-DWQ). The Construction General Permit applies to any construction activity affecting 1 acre or more. The focus of the permit is to minimize the potential effects of construction runoff on receiving water quality. The permit requires preparation of a stormwater pollution prevention plan (SWPPP) that identifies best management practices (BMPs) describing erosion control measures. Project proponents are required to submit a Notice of Intent, a site map, a signed certification statement, an annual fee, and a SWPPP. The permit program is risk-based, wherein a project's risk is based on a project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. The project would result in more than 1 acre of disturbance and therefore would be required to implement permit requirements.

The SWPPP must include BMPs to reduce construction effects on receiving water quality by

implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment and control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Local

City of Placerville General Plan

The City's (1990) General Plan Section V (Natural, Cultural and Scenic Resources Element) includes policies to preserve, protect, enhance, and promote Placerville's resources. Policies that are applicable to the proposed project's environmental effects related to biological resources include the following:

- **Section V. Policy D.1.** The City shall make every effort to protect riparian vegetation. To this end, buildings and improvements shall be set back from watercourses.
- **Section V. Policy D.2.** the City shall ensure that channel improvements to and tree and brush clearance activities along creeks within the city do not unnecessarily disturb riparian vegetation.
- **Section V. Policy 1.5.** the City shall preserve creeks in as natural a state as possible.
- **Section V. Policy D.6.** To retain the natural landscape character of Placerville, introduced plants in public and private landscaping should be subordinate to and compatible with existing landscape.
- **Section V. Policy D.7.** The City shall encourage creative site planning which will minimize the destruction of trees.
- **Section V. Policy D.8.** The City shall condition development approval to minimize grading, drainage, disturbance of root systems, and compaction of soil under the drip line of trees during construction.
- **Section V. Policy D.11.** The City shall take action to ensure the protection of Hangtown Creek and the creek area.

Placerville City Code

Placerville City Code Section 8-13-4 (Woodland Alteration Permit and Plan) includes guidance for the retention and preservation of tree canopies and woodland resources

Hangtown Creek Master Plan (Draft)

The Hangtown Creek Master Plan is the result of a community effort to improve Hangtown Creek water quality through watershed-based management policies (Hangtown Creek Master Plan Committee 2007). The plan sets forth goals, objectives, policies, and standards addressing the following: enhancement and maintenance of riparian and aquatic habitat; watershed protection, erosion, and flood control, aesthetic historic and prehistoric values, and creek access and public spaces, among other topics. The plan remains in draft form and has not been adopted by the City.

Discussion

a) Less than Significant with Mitigation. The proposed project would have potential impacts on the following species and/or their habitat: FYLF, western pond turtle, pallid bat, and nesting migratory birds and raptors. The following analyzes potential impacts to these species. Impacts specific to sensitive natural communities are discussed in detail under subsection b, below, while impacts to wetlands are discussed in detail under subsection c, below.

Foothill yellow-legged frog

Mortality or injury of FYLF in aquatic and upland habitats could occur by crushing by construction equipment or if frogs are displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap frogs moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult FYLF dispersing between breeding areas and summer refugia sites. Implementation of Mitigation Measure **BIO-1** would ensure that potential impacts to FYLF are less than significant.

Western pond turtle

Mortality or injury of western pond turtle in suitable upland habitat could occur through crushing by construction equipment or if displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap turtles moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult life stages of turtles moving through the construction site during normal dispersal activities. Implementation of Mitigation Measure **BIO-2** would ensure that potential impacts to western pond turtles are less than significant.

Pallid bat

Tree removal would potentially impact potentially suitable bat roosting habitat. If bats are roosting in trees during grubbing and clearing activities, there is the potential to result in mortality to individual bats. In addition, if bats are roosting in nearby trees, they will have to relocate to another suitable roost site, potentially exposing them to increased stress and change of predation. Implementation of Mitigation Measure **BIO-3** would ensure that potential impacts to pallid bats are less than significant.

Other Migratory Birds and Raptors

If demolition of the bridge begins during the breeding season (February 1 through August 31), the proposed project could result in mortality of young through forced fledging or nest abandonment by adult birds. Exclusion of nesting adult birds from the underside of the bridge could potentially result in disruption of nesting activities and the loss of nesting productivity for some birds that do not move to other nesting sites outside of the proposed project area. However, widening of the bridge could ultimately result in a net increase of potential nesting habitat for swallows, black phoebes, and other bridge nesting birds.

If it is necessary to remove the trees within the riparian corridor or within the montane hardwood-conifer areas prior to construction or construction activities being during the breeding season (February 1 through August 31), the proposed project could result in mortality of young through forced fledging or nest abandonment by adult birds, as well as

destruction of nests. Implementation of Mitigation Measure **BIO-4** would ensure that potential impacts to nesting birds are less than significant.

b) Less than Significant with Mitigation Incorporated. Habitats are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or wildlife occurring on site. Valley foothill riparian forests are sensitive natural communities because they are regulated by the CDFW under Section 1602 of the CFGC for the purpose of protecting fish and wildlife resources. Additionally, Hangtown Creek is considered to be waters of the U.S which are also considered sensitive by both federal and state agencies and impacts are discussed in more detail below in item c. Lastly, Hangtown Creek could be classified as a Central Valley Drainage Resident Rainbow Trout Stream, a CDFW sensitive natural community. **Table 4-6** below summarizes temporary and permanent impacts on these habitat types. Habitat impacts are shown in **Figure 4-2.**

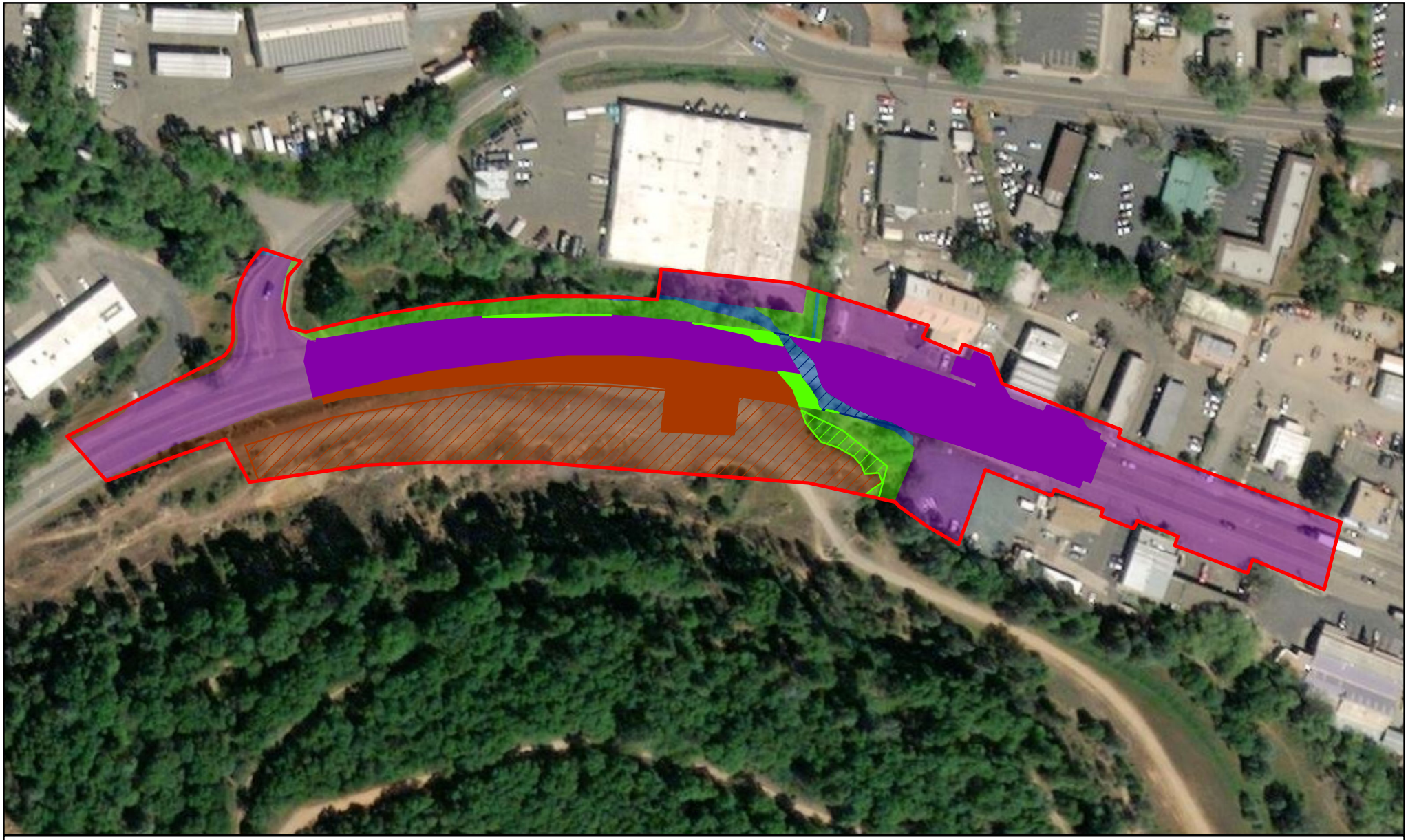
TABLE 4-6. SUMMARY OF TEMPORARY AND PERMANENT EFFECTS BY HABITAT TYPE

HABITAT COMMUNITY*	PERMANENT (ACRES)	TEMPORARY (ACRES)	TOTALS (ACRES)
Riverine (Upper Perennial)	0.00	0.06	0.06
Valley Foothill Riparian	0.04	0.05	0.09
Total	**0.04**	**0.11**	**0.15**

Impacts to the proposed project would temporarily impact approximately 0.05 acres of valley foothill riparian habitat as a result of construction access. The construction and widening of the new bridge and approaches would result in a permanent direct impact of approximately 0.04 acres of valley foothill riparian habitat and includes the removal of trees, as well as understory shrubs and herbaceous species. The loss of riparian vegetation can have adverse effects on aquatic habitat in Hangtown Creek. Riparian habitat reduces sedimentation and erosion along stream banks as well as providing an important movement corridor for wildlife, overhanging canopies provide shade and riparian vegetation offers habitat for invertebrates that are a source of food for aquatic and terrestrial life.

Implementation of Mitigation Measure **BIO-5** and **BIO-6** would ensure that impacts to sensitive natural communities within the proposed project area would be less than significant.

c) Less than Significant with Mitigation Incorporated. Approximately 0.25 acres of potentially jurisdictional aquatic features were identified within the proposed project area (Dewberry | Drake Haglan, 2020), refer to **Figure 4-1**. Hangtown Creek and the vegetated drainage ditch within the proposed project area were determined to be potential waters of the U.S.



Dewberry

Source: ESRI Online Basemap, World Imagery; Coordinate System NAD 83 State Plane California II FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

Placerville Drive at Hangtown Creek Bridge Replacement Project
City of Placerville, CA

Project Impacts to Habitat Type

Figure 4-2

Construction of the new bridge and roadway alignment would involve minor permanent impacts (less than one thousandth of an acre) to Hangtown Creek with the installation of pier columns below the ordinary high water mark; however, the removal of the existing bridge structure will create a more open channel by restoring approximately 0.001 acres of creek bed habitat. The proposed project would temporarily impact approximately 0.06 acres of Hangtown Creek as a result of construction access. There would be no temporary or permanent impacts to the vegetated drainage ditch.

Erosion, sedimentation, hazardous materials spills, or leakage from construction vehicles are considered to be potential impacts to jurisdictional areas.

The use of petroleum products (i.e., fuels, oils, and lubricants) and erosion of cleared land during construction could potentially contaminate surface water. Section 401 of the CWA requires water quality certification from the RWQCB when a project requires a CWA Section 404 permit to regulate the discharge of dredged and fill material into waters of the U.S, including wetlands from the Corps. Along with Section 401 of the CWA, Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program for the discharge of any pollutant into Waters of the U.S. As described further in Section 4.7 Geology and Soils, the City would submit a Notice of Intent (NOI) to the RWQCB to obtain coverage under the NPDES General Permit and would prepare a stormwater pollution prevention plan (SWPPP) with BMPs to reduce impacts from erosion and sedimentation during grading. The City would also obtain and be required to adhere to the project Section 401 water quality certification issued by the RWQCB (Central Valley Region) and the project Section 404 permit issued by the Corps. Impacts to federally protected wetlands are considered significant prior to mitigation. Implementation of Mitigation Measure **BIO-7** would further reduce any potential impacts to jurisdictional areas to a less than significant level.

d) Less than Significant. Hangtown Creek provides a very limited movement corridor through the proposed project area as well as through the City of Placerville. Hangtown Creek, with a sparse and highly disturbed riparian corridor, is surrounded by residential and commercial development. Based on this, the creek provides a low-quality migration or dispersal corridor for common species and is unlikely to support special-status species. In addition, these features would likely discourage the movement of many common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats to the north and south of the proposed project area, as well as to the east and the west further upstream and downstream. The proposed project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors, though some temporary disruption of wildlife movement would occur during the construction period. Additionally, construction of the new bridge would restore approximately 0.001 acres of creek bed habitat in Hangtown Creek, resulting in a more open channel.

e) Less than Significant with Mitigation. The City of Placerville General Plan Policy Document provides policies and goals designed to protect sensitive natural resources such as creeks and riparian habitat. In addition, the Woodland and Forest Conservation Plan requires a tree removal permit to be issued which will specify specific requirements

for the preservation and protection of trees. The proposed project would remove up to 41 trees (7.5 inches diameter or larger) within the riparian corridor of Hangtown Creek to accommodate the new bridge structure, retaining walls, utility relocations, and construction access. The proposed project would also remove up to 30 trees (<7.5 inches in diameter), for a total of up to 71 trees. Trees to be removed include oak, walnut, and deciduous trees. With the implementation of Mitigation Measures **BIO-5** and **BIO-6**, sensitive natural resources and the species inhabiting them will be further protected.

f) **No Impact.** No Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the proposed project area, and thus construction and operation of the proposed project would not conflict with implementation of such plans. Therefore, no impact would occur, and no mitigation would be required.

Mitigation Measures

Mitigation Measure BIO-1: The following avoidance and minimization efforts shall be implemented in order to reduce potential project effects to FYLF:

- A qualified biologist will conduct a preconstruction survey within 24 hours prior to the start of construction activities within the riparian and aquatic habitat in the proposed project area.
- A qualified biologist will monitor any vegetation removal in Hangtown Creek. The biologist will monitor the installation of water diversion structures placed in Hangtown Creek.
- The upstream and downstream limits of the project will be flagged and/or signed to prevent the encroachment of construction personnel and equipment into any sensitive areas during project work.
- Prior to construction, environmental awareness training will be conducted for construction personnel to brief them on how to recognize FYLF. Construction personnel should also be informed that if a FYLF is encountered in the work area, construction should stop and CDFW contacted for guidance. A training log sign-in sheet will be maintained.
- If frogs are found at any time during project work, construction will stop and CDFW will be contacted immediately for further guidance.
- The project proponent shall submit the name and credentials of the project's biologist(s) to CDFW for review and approval at least 15 days prior to the onset of construction activities.
- Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from riparian or aquatic habitats. The project proponent will prepare a spill prevention and clean-up plan.
- The project will administer Best Management Practices to protect water quality and control erosion.
- If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than five millimeters.
- Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.

Mitigation Measure BIO-2: The following avoidance and minimization efforts shall be implemented to reduce potential project effects to western pond turtle:

- No more than two weeks prior to the commencement of ground-disturbing activities, the City shall retain a qualified biologist to perform survey for western pond turtle within suitable aquatic and upland habitat within the proposed project site. Surveys will include western pond turtle nests as well as individuals. The biologist (with the appropriate agency permits) will temporarily move any identified western pond turtles upstream of the construction area, and temporary barriers will be placed around the construction area to prevent ingress. Construction will not proceed until the work area is determined to be free of turtles. The results of these surveys will be documented in a technical memorandum that will be submitted to CDFW (if turtles are documented).
- Standard construction BMPs shall be implemented throughout construction to avoid and minimize adverse effects to the water quality within the proposed project area.

Mitigation Measure BIO-3: The following avoidance and minimization efforts shall be implemented to reduce potential project effects to bat species:

- A bat survey shall be conducted by a qualified biologist in suitable habitat prior to May 1st. in the event that exclusionary measures are required prior to the active season of this species, no exclusionary efforts should be conducted during May 1st through August 31st of the construction year. If no roosting bats are found, no further mitigation would be necessary.
- If bats are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats to the amount feasible while taking into account project schedule. Exclusionary devices, such as plastic sheeting, and plastic or wire mesh, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts.
- Day-time construction activities will not affect bats foraging at night. Though bats could roost in the trees in the PIA, there is no feasible method of preventing bats from roosting in them, therefore, a preconstruction survey should be conducted an hour prior to sunrise the day of scheduled tree removal activities. If bats are identified roosting in a tree that will be removed, or are roosting immediately adjacent to trees being removed, work will not begin until an appropriate no-work buffer has been established. The size of the no-work buffer zone would be determined in consultation with CDFW. The no-work buffer zone would be delineated by highly visible temporary construction fencing. No tree removal would commence within the no-work buffer area until a qualified biologist determines bats are no longer roosting in the trees.

Mitigation Measure BIO-4: The following avoidance and minimization efforts shall be implemented to reduce potential project effects to nesting birds and raptors:

- To avoid and minimize impacts to tree and shrub nesting species, the following measures shall be implemented:
    - Conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through January 31).
    - If grading and tree removal activities are scheduled to occur during the breeding

and nesting season (February 1 through August 31), preconstruction surveys shall be performed prior to the start of proposed project activities.

- If construction, grading, or other project-related activities are scheduled during the nesting season (February 1 through August 31), preconstruction surveys for other migratory bird species shall take place no less than 14 days and no more than 30 days prior to the beginning of construction within 250 feet of construction activities, the following measures shall be implemented:
    - If the preconstruction surveys do not identify any nesting migratory bird species within areas potentially affected by construction activities, no further mitigation shall be required.
    - If the preconstruction activities do identify nesting bird species within areas that are within 250 feet of construction activities, the following measures shall be implemented:
        - Project-related construction impacts shall be avoided by establishment of appropriate no-work buffers to limit Project-related construction activities near the nest site. The size of the no-work buffer zone shall be determined in consultation with the CDFW. The no-work buffer zone shall be delineated by highly visible temporary construction fencing. In consultation with CDFW, monitoring of nest activity by a qualified biologist shall be required if the Project-related construction activity has potential to adversely affect the nest or nesting behavior of the bird. No project-related construction activity shall commence within the no-work buffer area until a qualified biologist and CDFW confirms that the nest is no longer active.

The following avoidance and minimization measures shall be incorporated for bridge-nesting birds if bridge demolition or construction of the new bridge occurs during the nesting season (February 1 through August 31):

- Remove all existing unoccupied nests on the bridge during the non-nesting season (September 1 through January 31).
- Exclusionary netting shall be installed around the undersides of the existing bridge before February 1 of the construction year to prevent new nests from being formed, and/or prevent the reoccupation of existing nests. Exclusionary netting may also be required during construction of the new bridge if it is completed during the nesting season.
- Inspect all listed structures for nesting activity a minimum of three days per week; no two days of inspection would be consecutive. A weekly log would be submitted to the project biologist. The contractor would continue inspections until bridge removal and completion of construction of the new bridge. If an exclusion device were found to be ineffective or defective, the contractor would complete repairs to the device within 24 hours. If birds were found trapped in an exclusion device, the contractor would immediately remove the birds in accordance with USFWS guidelines.
- Submit for approval working drawings or written proposals of any exclusion devices, procedures, or methods to the project biologist before installing them.
- The method of installing exclusion devices would not damage permanent features of the

new bridge structure. Approval by the project biologist of the working drawings or inspection performed by the authorized project biologist would in no way relieve the contractor of full responsibility for deterring nesting.

Mitigation Measure BIO-5: The following avoidance and minimization measures shall be implemented in order to reduce potential project effects to valley foothill riparian habitat.

- Prior to the removal of any trees, the project proponent shall acquire a Woodland Alteration Permit from the City.
- Prior to the removal of any trees, an International Society of Arboriculture (ISA) Certified Arborist shall conduct a tree survey in areas that may be impacted by construction activities. This survey shall document tree resources that may be adversely impacted by implementation of the proposed project. The survey shall follow standard professional practices.
- Existing riparian vegetation, oaks, and other native tree species shall be retained to the extent feasible. A Tree Protection Zone (TPZ) shall be established around any tree or group of trees to be avoided. The TPZ shall be delineated by an ISA Certified Arborist. The TPZ shall be defined by the radius of the dripline of the tree(s) plus one foot. The TPZ of any protected trees shall be demarcated using fencing that shall remain in place for the duration of construction activities.
- Construction-related activities shall be limited within the TPZ to those activities that can be done by hand. No heavy equipment or machinery shall be operated within the TPZ. Grading shall be prohibited within the TPZ. No construction materials, equipment, or heavy machinery shall be stored within the TPZ.
- Riparian habitat located in the vicinity of the proposed project will be protected by installing high-visibility construction fencing. Fencing will be installed along the edge of construction areas including temporary and permanent access roads where construction will occur within 200 feet of the edge of the riparian habitat (as determined by a qualified biologist). The location of fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits construction related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: “This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment.” The signs will be clearly readable at a distance of 20 feet and will be maintained for the duration of construction activities in the area.
- Where riparian vegetation occurs along the edge of the construction easement, the City will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a biologist and/or Certified Arborist.
- Where avoidance of riparian vegetation is not shown on the project plans, a revegetation plan and a three-year monitoring plan to restore native riparian habitat in the Project vicinity to a self-sustaining, ecologically functioning plant community shall be implemented. The revegetation plan will be approved during the permitting process.

- The revegetation plan includes, but is not limited to, plant salvage, seeds, and seedlings obtained from local native sources and irrigation. The following performance standards are suggested for the revegetation plan:
    - Vegetation shall have no less than 80 percent survival rate;
    - There shall be no excessive rills, gullies, or other erosion features;
    - There shall be no noxious or invasive species; and,
    - A properly functioning irrigation system shall be installed providing hook-up to a water truck.
- An annual three-year monitoring program shall be implemented and shall employ standard ecological methods to estimate plant cover and to document survival rates and growth characteristics and shall be reviewed by the City, CDFW, RWQCB, USFWS, NOAA Fisheries, and the Corps. At the end of this period, the success of the restoration effort will be assessed against the restoration goals (i.e., 80 percent survival of plantings, 75 percent vegetative cover by desirable species, absence of substantial cover of invasive species and a viable, self-sustaining plant community). Based upon final restoration performance, a determination will be made in coordination with the CDFW, USFWS, and NOAA Fisheries as to whether or not the project achieved the final mitigation goals.

Mitigation Measure BIO-6: The following compensatory mitigation shall be implemented for the removal of valley foothill riparian habitat.

To compensate for the permanent removal of riparian vegetation associated with implementation of the proposed project, the City shall compensate for riparian tree and shrub removal by replacing habitat at a minimum 3:1 ratio (i.e., 3 acres for every one acre removed) as well as associated native herbaceous species.

Mitigation Measure BIO-7: The following avoidance and minimization measures shall be implemented in order to prevent potential project effects to federally protected wetlands.

During construction, water quality will be protected by implementation of BMPs of the California Stormwater Quality Association (2016). BMPs designed to address water quality (and related special-status species) impacts are described below and will be finalized with the Project engineer, City, RWQCB, and other appropriate agencies.

- The Contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction.
- Standard Construction BMPs will be described in full in the project's SWPPP or Water Pollution Control Plan (WPCP). These BMPs will be implemented throughout construction to avoid and minimize adverse effects to the water quality within the project site. Appropriate erosion control measures will be used (including, but not limited to, straw wattles, filter fences, vegetative buffer strips, or other accepted equivalents) to reduce siltation and contaminated runoff from project sites. All erosion control materials, including straw wattles and erosion control blanked material, used on-site will be biodegradable. Use of erosion control containing plastic monofilament will not be allowed as wildlife may

become entrapped in this material. Wattles should be wrapped with 100 percent biodegradable materials like burlap, jute, or coir.

- Measures will be implemented during ground-disturbing activities to reduce erosion and sedimentation. These measures can include, but are not limited to, mulches, soil binders/erosion control blankets, silt fencing, fiber rolls, and temporary berms.
- Existing vegetation will be protected, using temporary fencing or other protection devices where feasible, to reduce erosion and sedimentation.
- Exposed soils will be covered by loose bulk materials or other materials, such as visqueen, to reduce erosion and runoff during rainfall events.
- Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities.
- Temporary berms will be constructed along the tops of slopes to prevent water from running uncontrolled from slopes during construction activities. Water will be collected in these berms and taken down the slopes in an erosion-proof drainage system. Sediment that is collected within these berms will be allowed to “settle out” and will be removed from the site.
- All erosion control measures, and storm water control measures will be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas will be restored to preconstruction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive toxic species.
- All construction materials will be hauled off-site after completion of construction activities.

4.5. Cultural Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
CULTURAL RESOURCES - WOULD THE PROJECT:				
a) **Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5**	☐	☐	☒	☐
b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**	☐	☒	☐	☐
c) **Disturb any human remains, including those interred outside of formal cemeteries?**	☐	☒	☐	☐

Setting

A cultural resource is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including the CEQA and the National Historic Preservation Act of 1966 (NHPA). Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places (NRHP) are also considered eligible for listing in the California Register of Historical Resources (CRHR).

Cultural and historical survey reports for this project were prepared in compliance with Caltrans and FHWA, NEPA, and the NHPA and include a Historic Properties Survey Report (HPSR) and an Archeological Survey Report (ASR). Some information from these studies is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFRs) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and, thus would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

Environment

The Project is located in the Sierra Nevada Foothills at an elevation of approximately 1,678 feet above sea level. Placerville Drive curves north then east around the base of an unnamed hill that has an elevation of 1848 feet. To the north of the APE, rolling hills gently rise in elevation. Land uses within the study area consist mostly of commercial properties, parking lots, and residential driveways and associated landscaping.

History

Ethnographic Context

By the time of contact with Europeans in the late 18th century, the Native Americans were living in groups with distinct identities that would later be recognized as tribes and language groups. Historic ethnographic work shows the study area is within the traditional territory of the Nisenan/ Nishenan (also called the Southern Maidu). More recent studies made the distinction of linguistic boundaries of the Nisenan, showing the Eskanamusse Linguistic District encompassing the study area. This District is bounded to the northeast by Salmon Falls, extending to Pleasant Valley to the south, and includes the area of Placerville and portions of the Consumes River. The village called Indak was located at or near the town of Placerville.

The displacement of Miwok, Nisenan, and Washoe from their traditional lands was aided by law and policy to respond to what was often termed "the Indian problem." The unratified treaties of 1851, the Dawes Severalty Act of 1887, and the Indian Reorganization Act had important social and cultural consequences for Native Americans. The El Dorado Indian War of 1850 and 1851 took place approximately 6 miles north of Placerville, near Johnson's Ranch. A company of militia set out to exterminate the local "hostile" Indians that the miners complained about, resulting in an expensive military expedition with no bloodshed.

Local History

As one of the first Gold Rush settlements in the Mother Lode region of California, much has been written about Placerville's historic past. The following section provides a general history of the area with a brief discussion that is focused on the historic-period use of the APE and its immediate vicinity.

Trails and Roads

Portions of the current alignment of Placerville Drive was once the Old Tahoe Wagon Road/Pioneer Branch of the Lincoln Highway, which would later become US. Highway 50. The existing bridge is not located along the original Lincoln Highway alignment. This route was also used by the Pony Express, which was in operation for only 18 months.

Trails, then wagon and toll roads, were developed that transported the miners, settlers, and merchants in and out of the area. Pierroz Road intersects with Placerville Drive on the west side of the APE and was named after Ferdinand Pierroz, a Swiss immigrant who became a prominent citizen of Placerville in the early 1900s.

Prior to 1895, road construction in the state fell on local government or private parties until the creation of the Department of Highways and then the State Department of Engineering was created. On February 28, 1895, part of the wagon route was purchased by the County and designated as California's first state highway, one of the oldest routes in the state highway system and was called the Lake Tahoe State Wagon Road. This route was later designated as one of two routes of the Lincoln Highway that crosses the Sierra Nevada Mountains.

In the early 1900s, the Folsom to Placerville section of the route had a pavement width of 12 feet with multiple short-radius curves. As roadway engineering advanced and the driving speeds increased, reduced curves and improved grades was needed for public safety. By the late 1930s, a newly-aligned portion of the highway between El Dorado and Placerville was completed. The

new 4.3 miles of construction eliminated 1.9 miles from the original route and curves less than 1000 feet.

By 1953, traffic in Placerville along U.S. Highway 50 became so congested that construction of a new four-lane divided freeway was approved to bypass the town. The freeway passed through Placerville, generally following Hangtown Creek to the north and the Southern Pacific Placerville Branch railroad tracks between the highway and the creek. The complicated right-of-way acquisition for the project relocated the Christian Science Church, the Shakespeare Club, the Standard Oil bulk plant, the Southern Pacific Railroad depot and freight handling facilities, and numerous residences. In addition, the entire utility system of the historic downtown area of Placerville was redone.

Another new section of freeway was constructed in 1965 and the old route was named Placerville Drive. Today, portions of the former alignment of the Lake Tahoe Wagon Road/Lincoln Highway/Old U.S. Highway 50 follows parts of Placerville Drive and Green Valley Road, then turns and follows A&A Road, formerly Amos and Andy Road.

Agriculture

During the Gold Rush, agriculture became an important component of the local economy to provide for the needs of the miners and ancillary populations. Small farms in the County produced pears, apples, cherries, and wine grapes, all which grew particularly well in the foothill area, and were shipped across the nation by the train car full. By 1855, over 5,000 acres of land were cultivated in El Dorado County and by the early 1900's, more than 4,300 acres of vineyards were planted making it the largest grape growing region in California. However, a decline in the population resulted in the abandonment of many of the early vineyards.

A notable agricultural venture in the area began in 1869 using the co-operative labor system by samurai immigrants from Japan. The Wakamatsu Tea and Silk Farm Colony arrived in El Dorado County at Gold Hill with plans of growing tea plants and silk worms for the manufacture of silk. The colony only lasted 2 years, but was the first agricultural endeavor by Japanese immigrants in California. The farm is commemorated by the placement of California Historical Landmark No. 815, located approximately 2 miles northwest of the APE at 1336 Cold Springs Road. The site is also listed on the National Register.

Local Archaeological Investigations

In downtown Placerville, a data recovery (Phase III) identified, recorded, and evaluated the historic Fausel House, the remains of the El Dorado Flour Mill, the remains of the Mountain Brewery, and the archaeological deposits associated with these structures. The Fausel House had previously been determined eligible for the California Register and was listed in the OHP Historic Property Directory, however, the construction of a new office building in the location of the historic property was proposed. In order to satisfy the requirements of the California Environmental Quality Act, the property was recorded in detail and subsequently relocated to make way for the new office building.

Archaeological investigations at two prehistoric sites near Sly Park (approximately 14 miles east of the APE), included site mapping, soil auguring, soil phosphate analysis, and controlled surface artifact collection and analysis of 4,991 items of lithic debitage, projectile points (Desert Side Notch, Gunter Series, Small Corner Notched, Small Concave Base, Wide Stem, Martis Series,

and Elko Series), choppers, manos, metates and faunal bone. The results indicate over 4,000 years of occupation with a shift in technology from using manos and metates to bedrock mortars and pestles. More recent local archaeological site excavation reports or reports in closer proximity to the APE are currently not in the authors possession.

Known Resources

Dewberry | Drake Haglan conducted a cultural resource investigation that included a records search conducted in 2019 at the North Central Information Center (NCIC), archival and background research, a Sacred Lands File check and Native American outreach, see **Section 4.18, Tribal Cultural Resources**, and an intensive pedestrian survey for the proposed project.

No known ethnographic, traditional or contemporary Native American sites of religious or cultural significance have been identified in or adjacent to the proposed project APE. No potentially significant prehistoric or historically significant archaeological resources were observed during field survey conducted for the proposed project. There is a low probability to encounter buried or surficial prehistoric or historic archaeological deposits.

Discussion

a) **Less than Significant.** Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance would be materially impaired. A Historic Resource Evaluation Report (HRER) was completed in order to identify potentially significant historical resources in the APE. The report recorded and evaluated the built environment on three parcels within the project APE and concluded that none of these resources met the criteria for listing in the NRHP or CRHR. As thus, the proposed project would not cause a substantial adverse change in the significance of a historical resource. There would be a less than significant impact and no mitigation is required.

b) **Less than Significant with Mitigation.** No prehistoric or historic archaeological resources were discovered in the project APE during the background research or observed during the field survey conducted for the proposed project. Additionally, based on the background research, field survey, the topography, soil profile, and the underlying landform, the APE has a low potential to encounter buried archaeological deposits during construction.

   The likelihood of encountering previously undocumented buried archaeological deposits in the proposed project site is considered low. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources. With implementation of **Mitigation Measure CUL-1**, the proposed project would result in a less-than-significant impact on archaeological resources.

c) **Less than Significant with Mitigation.** No formal cemeteries or human remains were identified during the field investigation and no burial sites are likely to be encountered during construction activities. However, in the event of an unanticipated discovery of human remains, implementation of **Mitigation Measure CUL-1** would reduce this

potential impact to less than significant. Therefore, the proposed project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation Measure CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register or California Register, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not eligible for the National Register or California Register; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the El Dorado County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6. Energy

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
ENERGY –WOULD THE PROJECT:				
a) **Results in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**	☐	☐	☒	☐
b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**	☐	☐	☐	☒

Setting

In 1975, the California State Legislature adopted Assembly Bill (AB) 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within Environmental Impact Reports (EIRs) that a project could have on energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation energy by ensuring projects consider efficiency of energy use.

The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and in depletion of these renewable and nonrenewable resources. The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville. According to the City General Plan, Pacific Gas & Electric Company (PG&E) provides electricity to City's population which was estimated to be approximately 10,860 in 2019 (City General Plan 2014; U.S. Census Bureau 2019). According to the California Energy Commission (CEC), the total estimated energy use from both residential and nonresidential uses for El Dorado County was estimated to be approximately 1,218.62 GWh (gigawatt hours) in 2018 (CEC,2020). The CEC does not provide approximate energy usage data for the City.

Discussion

a) Less Than Significant Impact. The proposed project is a bridge replacement project and would not create new energy demand beyond the construction period. The proposed project would not require creation of new energy sources. Minor and temporary increases in energy use may occur as traffic control and the proposed construction detour may increase travel time for the motor vehicle traffic that crosses the bridge. Diesel equipment

would be used during construction, however, compliance with local, State, and Federal regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the project's construction to the extent feasible. All standard Best Management Practices (BMPs) to minimize energy waste would be implemented by the construction contractor. Construction of the proposed project would not result in a wasteful or inefficient use of energy. No mitigation is required.

b) No Impact. The proposed project does not conflict with any local, state, or federal regulations regarding energy use, energy efficient, or construction regulations. All BMPs and measures would be implemented to reduce impacts to energy use to the extent feasible. The proposed project has no impact in this regard and therefore no mitigation is required.

Mitigation Measures

No mitigation measures regarding impacts to energy are required.

4.7. Geology and Soils

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
GEOLOGY AND SOILS –WOULD THE PROJECT:				
a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**				
i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)**	☐	☐	☒	☐
ii) **Strong seismic ground shaking?**	☐	☐	☒	☐
iii) **Seismic-related ground failure, including liquefaction?**	☐	☐	☒	☐
iv) **Landslides?**	☐	☐	☒	☐
b) **Result in substantial soil erosion or the loss of topsoil?**	☐	☐	☒	☐
c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**	☐	☐	☒	☐
d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**	☐	☐	☒	☐

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**	☐	☐	☒	☐
f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**	☐	☒	☐	☐

Setting

Geology and Seismicity

The proposed project is located in the Sierra Nevada geomorphic province of California. The Sierra Nevada consists of a tilted fault block nearly 400 miles long. The project corridor is located on the western portion of the Sierra Nevada, near its gentle western slope toward the Great Valley geomorphic province. The western slope is characterized by deep river canyons. The Sierra Nevada is composed of Cenozoic era metamorphic bedrock, which borders the volcanic cover of the Cascade Range at its northern boundary.

The structural framework of the Sierra Nevada metamorphic belt is dominated by a series of northwest-trending fault systems that extend through the length of the foothill region. The Melones fault is the only of this system encroaching on the City. The western branch of the Melones fault, also known as the “Mother Lode” fault, passes through the eastern part of the City of Placerville, trending in a north-south direction (City of Placerville 1989). The proposed project is located on Jurassic granitic rocks and Lower Mesozoic eugeosynclinal rock, according to data from the National Geodetic Survey within ArcGIS software.

Soils

The *Custom Soil Resource Report for El Dorado Area, California* (Natural Resource Conservation Service [NRCS] 2020) shows three soil map units occurring within the proposed project area. The soil map units are listed as non-hydric with non-hydric inclusions on the national hydric soils list for El Dorado County, California (NRCS 2019).

Boomer series consists of deep and very deep, well-drained soils that formed in material weathered from metavolcanics and basic igneous rocks. These soils are on foothills and mountains and are typically at the transition between these landscapes. Slopes range from 2 to 75 percent. The mean annual precipitation is about 45 inches and the mean annual temperature is about 5 degrees Fahrenheit (F). Depth to a paralithic contact of weathered rock is 40 to 80 inches. The soil between depths of about 6 and 20 inches is usually moist but is dry in all parts for about 105 to 130 days from about mid-June to mid-October. Soils within the Boomer series are well drained with slow to very rapid runoff and moderately slow permeability. These soils are used in forestry and watersheds. Vegetation found growing in these soils is typically ponderosa pine, Douglas-fir, California black oak, incense-cedar, sugar pine, manzanita, toyon, poison oak, buckbrush, and grasses. Within the project area, the Boomer series consists of Boomer very rocky loam, 30 to 50 percent slopes.

Diamond Springs series soils are on gentle to steep slopes at elevations of 1,000 to 4,000 feet. They formed in residuum weathered from fine grained metamorphosed acid igneous and rhyolitic rocks. The climate is subhumid mesothermal with warm dry summers and cool moist winters. Mean annual precipitation is 30 to 50 inches, much of which is rain. The mean annual temperature is about 54 degrees F, average January temperature about 41 degrees F, and average July temperature about 66 degrees F. depth to a paralithic contact of weathered rock is 25 to 40 inches. The mean annual soil temperature at a depth of 20 inches is about 55 to 59 degrees F. the soil between depths of about 5 to 15 inches usually is continually dry in all parts from late May or June until some time in October and is moist in the same or all parts the rest of the year. Some pedons have as much as 10 percent rock fragments in some or all horizons. Some pedons have 0 to 5 percent of the surface covered by stones or cobblestones without stones lower in the profile. Soils within the Diamond Springs series are well drained with medium to rapid runoff and moderate to moderately slow permeability. Soils within the Diamond Springs series are used mainly for deciduous orchards, woodland and annual range. Native vegetation is live oak, blue oak, ponderosa pine, Douglas-fir, white fire, and Digger pine, with an understory of brush, annual grasses, and forbs. Within the project area, the Diamond Springs series consists of Diamond Springs very rocky very fine sandy loam, 3 to 50 percent slopes.

Mixed alluvial land consists of soils formed along the toeslope of channels at an elevation range of 300 to 3,500 feet. They formed from mixed alluvium derived from volcanic and sedimentary rock. Mean annual precipitation is 30 to 40 inches, much of which is rain. The mean annual temperature is 50 to 55 degrees F. Depth to a paralithic contact of weathered rock is 36 to 40 inches. Soils within the mixed alluvial land map unit are somewhat poorly drained with low runoff and slow to moderately slow permeability. A typical soil profile consists of gravelly loam from 0 to 36 inches and weathered bedrock from 36 to 40 inches. Soils within the mixed alluvial land map unit are used mainly for crops, pasture, woodland, range, or wildlife food and cover.

Paleontological Setting

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. The potential paleontological importance of the proposed project area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off the rock units potential for having significant paleontological resources, the following standard assessments are applied:

High Potential

Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.

Low Potential

Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.

No Potential

Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.

Undetermined Potential

Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently studied or lacks good exposures to warrant a definitive rating (Society of Vertebrate Paleontology 2010).

Regulatory Setting

City of Placerville General Plan Policy Document – Section VI – Health and Safety

Goal A: To prevent loss of lives, injury, and property damage due to geological hazards. Policies:

1. Lands with significant, identified geological hazards shall be designated for open-space and low intensity uses until it becomes feasible to mitigate the health and safety risks.
2. The City shall require the following information and plans to be submitted for all projects subject to discretionary review by the City in areas of moderate or high slope instability and areas with identified soil instability problems.
    - Engineering geologic report
    - Soils and foundation engineering report
    - Grading, erosion, and sediment control plan
    - Plan review letter evidencing review of all proposed development by a qualified engineering geologist
    - As-built construction report, including building plans, explanation and discussion of any deviations from the approved grading plan, the location and results of field tests, results of laboratory tests, and a statement that the work was performed under the supervision of and in accordance with recommendations of the engineering geologist and/or soils engineer
    - Signature of an engineering geologist certified by the State of California and/or a soils engineer registered in the State of California
3. The City shall ensure that both public and private developments in areas with significant identified geological hazards are sited to minimize the exposure of structures and improvements to damage resulting from geological hazards and to minimize the aggravation of off-site geological hazards.
4. Development in areas of lava-caped underground streams shall be property engineered to allow for the free flow of water.
5. The suitability of soil and/or rock formations should be one of the prime considerations for determining the type and intensity of development permitted.
6. The City shall establish an ongoing program to collect and maintain current geological data.
7. The City shall retain on an ongoing basis a qualified consulting geologist to assist the City in updating its geological data and to review geological reports prepared in connection

with new development projects.

Goal B: To prevent loss of lives, injury, and property damage due to the collapse of buildings and critical facilities and to minimize disruption of essential services in the event of an earthquake.

Policies:

1. The City shall, as required by State law, inventory all potentially hazardous buildings within the City and develop a mitigation program, including requirements for strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing the buildings.
2. The City should ensure that all public facilities, such as buildings, water tanks, and reservoirs, are structurally sound and able to withstand seismic shaking and the effect of seismically-induced ground failure.
3. The City shall ensure that privately-owned and maintained above-ground petroleum products storage tanks and their retaining walls are structurally sound and able to withstand seismic shaking and the effects of seismically-induced ground failure.

Discussion

a) Less than Significant. The proposed project area is not located within a seismically active area, and there are no active faults, potentially active faults, or Alquist-Priolo Earthquake Fault Zones near the proposed project area. Accordingly, the proposed project area is not likely to be affected by a surface fault rupture but could be subject to secondary hazards such as ground shaking or liquefaction from other regional active or potentially active faults. The proposed project would not expose structures to substantial adverse effects related to rupture of a known earthquake fault. Therefore, the impact would be less than significant, and no mitigation would be required.

b) Less than Significant. The proposed project involves removing the existing bridge and constructing a new bridge. Construction activities would involve earth moving activities. Construction would occur when the creek bed is dry, and work would occur in the creek during the new bridge construction. The proposed project area covers a relatively small area and would not result in substantial loss of topsoil. Proposed project operations would not result in a significant increase for soil erosion over existing conditions. With adherence to Goal A, Policy 2 in the City General Plan Policy Document, Grading, Erosion, and Sediment Control Plan, potential erosion impacts from construction activities would be less than significant.

c) Less than Significant. As described above, the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The potential for landslides along the banks of Hangtown Creek within the proposed project area is low. Construction and operational impacts resulting from on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation would be required.

d) Less than Significant. Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The extent of shrinking

and swelling is influenced by the environment, including the extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorable with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The proposed project area consists of loam and mixed alluvial land, one of which has clayey texture. The gravelly loam and silty loam soils are considered to have a high shrink-swell potential; however, the new bridge has been designed with consideration of the existing soil conditions and is unlikely to create substantial risk to life or property. The impact is considered to be less than significant.

e) **Less than Significant.** The proposed project is a bridge replacement in an urbanized part of the City of Placerville. Implementation of the proposed project would not result in the permanent generation of septic waste at the project site. Temporary septic waste generated during construction would be treated offsite by the contractor. Although the proposed project requires the relocation of a buried sewer line and waterline, there would be no impact to septic waste or soils in the project area. Therefore, the impact is less than significant.

f) **Less than Significant with Mitigation Incorporated.** A paleontologically important rock unit is one that has a high potential paleontological productivity rating and is known to have produced unique, scientifically important fossils. The proposed project area occurs in geologic formations of the late Paleozoic to Mesozoic periods. The structural belts are internally bounded by the Melones and Bear Mountains fault zones and are characterized by extensive faulting, shearing, and folding (Earhart 1988). These types of formations do not contain vertebrate fossils, and therefore are not considered to be paleontologically sensitive. The surrounding geologic formations are of similar age and formation. Although unlikely, it is still possible that paleontologically sensitive resources could be uncovered during construction. Implementation of **Mitigation Measure GEO-1** would lessen impacts to a less than significant level.

Mitigation Measures

Mitigation Measure GEO-1. If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with Society of Vertebrate Paleontology (SVP) guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

4.8. Greenhouse Gas Emissions

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
GREENHOUSE GAS EMISSIONS –WOULD THE PROJECT:				
a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**	☐	☐	☒	☐
b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**	☐	☐	☒	☐

Setting

The earth's atmosphere naturally contains a number of gases, including CO_2, methane (CH_4), and nitrous oxide (N_2O), which are collectively referred to as greenhouse gases (GHGs). GHG emissions are generally numerically depicted, when applicable, as carbon dioxide equivalents (CO_2e). CO_2e represents CO_2 plus the additional warming potential from CH_4 and N_2O. The common unit of measurement for CO_2e is metric tons ($MTCO_2e$).

These gases trap solar radiation and the earth's own radiation, preventing it from passing through the earth's atmosphere and into space. GHGs are vital to life on earth; however, increasing GHG concentrations are warming the planet. In general, CH_4 has 21 times the warming potential of CO_2 and N_2O has 310 times the warming potential of CO_2. As the average temperature of the earth increases, weather may be affected, including changes in precipitation patterns, accumulation of snow pack, and intensity and duration of spring snowmelt, as well as increased in intensity in low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32), which set a goal for the state to reduce GHG emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board, among other state agencies, has enacted regulation in order to achieve these targets. The proposed project is located within the Mountain Counties Air Basin (MCAB) and is subject to the El Dorado County Air Quality Management District (EDCAQMD). The EDCAQMD is responsible for monitoring and enforcing Federal, State, and local air quality standards in the County. The City, County, and the EDCAQMD have yet to develop a climate action plan to regulate and reduce GHG emissions; however, the County did adopt resolution number 29-2008 on March 25th, 2008 to "implement positive environmental changes and to reduce global impact, improve air quality and reduce dependence on landfills, promote alternative energies, increase recycling, and encourage local governments

to adopt green and sustainable practices." No thresholds of significance for GHG emissions have been established by the City, County, or EDCAQMD for the proposed project area.

Discussion

a, b) Less Than Significant Impact. The proposed project would not result in land use changes within the proposed project area. The proposed project would not include additional through lanes; thus, it would not increase capacity, nor would it change long-term traffic use. Therefore, the proposed project would not change operational GHG emissions as compared to existing conditions and there would be no operational impacts associated with GHG emissions.

Construction GHG emissions are anticipated to occur with the proposed project. Roadway Construction Emissions Modeling (SMAQMD, 2018) of the proposed project projected that a maximum of 7,718 pounds of CO2e would be emitted per day, totaling 286 $MTCO_2e$ over the twelve-month length of the construction period. Therefore, GHG emissions would not exceed the 25,000 $MTCO_2e$ per year threshold typically assumed when significant thresholds have not been set by a municipality or an air quality district (SMAQMD 2016). The assumptions made during modeling include: 1) the types and quantities of construction equipment typical of bridge projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet the 20% nitric oxide (NO_x) and 45% Exhaust Particulate Matter (PM) reduction requirements. Roadway Construction Emissions Model results for the proposed project are available in **Appendix A**.

The proposed project construction is considered small, short-term in nature, and would not generate substantial air quality pollutant concentrations, including GHG emissions, as discussed under **Section 4.3, Air Quality**. In addition, the construction GHG emissions associated with the proposed project would not exceed the 25,000 $MTCO_2e$ threshold. Impacts from the proposed project would be less than significant and no mitigation measures are required.

Even though impacts would be less than significant, construction activities would be subject to the implementation of BMPs, as well as requirements from the City Code and the EDCAQMD. Therefore, equipment efficiency would be maximized during proposed project construction. Given the levels of emissions during construction, and the implementation of BMPs, along with compliance with federal, state, and local regulations and policies, the proposed project would be consistent with the El Dorado resolution number 29-2008. The proposed project would not conflict with any identified plans adopted for the reduction of GHG emissions. Impacts are less than significant and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required related to GHG emissions. BMPs would be in place, refer to **Section 4.3**, **Air Quality**.

4.9. Hazards and Hazardous Materials

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
HAZARDS AND HAZARDOUS MATERIALS –WOULD THE PROJECT:				
a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**	☐	☐	☒	☐
b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**	☐	☐	☒	☐
c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**	☐	☐	☒	☐
d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**	☐	☐	☒	☐
e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**	☐	☐	☐	☒
f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**	☐	☐	☒	☐
g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**	☐	☐	☒	☐

Setting

An Initial Site Assessment (ISA) was prepared on behalf of the proposed project. The ISA was performed in general conformance with the scope and limitations of ASTM Practice E 1527-05. The ISA identifies Recognized Environmental Conditions (RECs) for the proposed project area that may adversely affect roadway and/or bridge construction or right-of-way acquisition. RECs are defined by the ASTM Practice E 1527-05 as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A database report was obtained from Environmental Database Resources, Inc. consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area. Based on the results of the records review, no potential RECs have been found in the proposed project area.

An ISA does not test for asbestos or lead-based paint within a project site. The Occupational Safety & Health Administration (OSHA) requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (ACM) and treated accordingly. Potential ACMs were not observed within the proposed project area. Bridges built prior to 1981 sometimes have ACMs within their rail shim sheet packing, bearing pads, support piers, and/or expansion joint materials. Structures constructed prior to 1978 are presumed to contain lead-based paint (LBP) unless proven otherwise, although structures constructed after 1978 may also contain lead-based paints. Analysis and mitigation measures regarding ACMs and lead-based paint are discussed in more detail below.

Land use in the vicinity of the proposed project shifted from agricultural to commercial, light industrial, and residential over the last few decades. The site reconnaissance for this project revealed the presence of utility poles with transformers with potential for presence of PCBs. Road striping observed near the project site indicate potential for LBP. There is potential for ACM within the existing bridge structure – but the project site is not located within areas known to contain NAC. A 2018 Asbestos Review Map produced by El Dorado County map indicates that the Placerville Drive area is not likely to contain NOA. Roadways existing in the project site prior to 1978 indicate potential for ADL within the project site.

Wildland Fire Risk

According to the City of Placerville General Plan Background Report, the threat of wildland fires is relatively high due to the dense vegetative cover and steeply sloping lands surrounding the City (City of Placerville, 1989).

Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the: Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund", is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards,* mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Discussion

a) Less than Significant. During demolition, excavation, and construction activities for the proposed project, limited quantities of miscellaneous hazardous substances (such as petroleum-based products and/or fluids, solvents, and oils) would be used in the proposed project area and staging area. The proposed project would comply with all relevant Federal, State, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs (as required by Federal and State regulations) and would minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Therefore, impacts related to transport, use, or disposal of hazardous materials would be less than significant, and no mitigation measures would be required.

b) Less than Significant. The operation and storage of construction equipment within the proposed project area has the potential to affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. However, as noted above, the proposed project would include spill prevention measures to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures would include rules requiring the storage of reserve fuel and the refueling of construction equipment within designated construction areas and the staging area, and inspection of vehicles for oil and fuel leaks. Further, the City would adhere to all applicable laws and regulations related to construction, environmental protection, and health and safety during construction and operation of the proposed project. Therefore, impacts related to accidental release of hazardous materials into the environment would be less than significant, and no mitigation would be required.

c) Less than Significant. Schools within one mile of the proposed project include Markham Middle School, Country Day Montessori School, and El Dorado High School, all located east of the proposed project. As described above, limited quantities of miscellaneous hazardous substances would be used in the proposed project area and staging area. However, the proposed project would comply with all relevant Federal, State, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Construction activities would incorporate BMPs and would minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant and no mitigation would be required.

d) **Less than Significant.** Based on the results of the ISA, no indications of contamination were noted within the project corridor, and no further investigations were recommended. Regulatory sites that were identified within the proposed project area are considered. Therefore, impacts would be less than significant and no mitigation would be required.

e) **No Impact.** The proposed project is not located within an airport land use plan, nor is it within two miles of a public airport. The Placerville Airport is located approximately 5 miles east of the proposed project area. No uses are proposed that could affect airport operations for a public airport in the region, and the proposed project would not create a safety hazard for people residing or working in the proposed project area. Therefore, no impact would occur, and no mitigation would be required.

f) **Less than Significant.** During construction, Placerville Drive would be closed at the bridge and an approximate 0.5-mile temporary offsite detour utilizing Pierroz Road and Cold Springs Road would be used to maintain traffic. A detailed signage plan would be developed and approved by the City prior to the offsite detour implementation, and would be coordinated with local ambulance, fire, and police. Access to properties along Placerville Drive, between Cold Springs Road and Pierroz Road, would be maintained during construction. The City would comply with all adopted emergency response plans and other measures as required by the County during construction activities. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to the continued implementation of emergency response plans would be less than significant, and no mitigation would be required.

g) **Less than Significant**. The City of Placerville, including the proposed project area, is located within a high fire hazard severity zone. However, the majority of the proposed project area consists of disturbed and/or paved areas or lacks vegetation. The proposed project would not add any new uses that could create a greater wildland fire risk than what currently exists. Fire-suppression equipment including fire extinguishers would be kept on site during construction in accordance with local fire codes and standards. In addition, construction activities that could generate sparks would be conducted in the designated staging areas. Therefore, the resulting exposure of people or property to significant wildland fire hazards during construction and operation would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation is required.

4.10. Hydrology and Water Quality

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
HYDROLOGY AND WATER QUALITY – WOULD THE PROJECT:				
a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**	☐	☐	☒	☐
b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**	☐	☐	☒	☐
c) **Substantially alter the existing drainage pattern of a 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 off-site;**	☐	☐	☒	☐
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?**	☐	☐	☒	☐
d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**	☐	☐	☐	☒
e) **Conflict with or obstruct implementation of a water quality**	☐	☐	☒	☐

	control plan or sustainable groundwater management plan?				

Setting

A Water Quality Technical Memorandum was prepared for the Placerville Drive Bridge Replacement Project (Caltrans 2020). The proposed project is located in the Weber Creek hydrologic subarea (HSA) of the larger South Fork American hydrologic area (HA), which lies within the American River hydrologic unit (HU) of the Sacramento hydrologic region (HR). Hangtown Creek is the main aquatic feature in the proposed project area and is part of the Weber Creek watershed and the Indian Creek-Weber Creek sub-watershed.

Hangtown Creek is a perennial channel that flows west through the proposed project. Flows in Hangtown Creek are supplemented by urban runoff and landscape irrigation. Disturbance to Hangtown Creek from human activities includes historic mining, channelization, and the installation of retaining walls, culverts, and the City sewer pipe. At the proposed project, Placerville Drive influences water quality in Hangtown Creek. Vehicles traveling on Placerville Drive are sources of oil, grease, gasoline, heavy metals, and combustion byproducts. Land uses surrounding Hangtown Creek consist primarily of commercial and low-density residential use. Hangtown Creek is not included in the 2018 California 303(d) List of Water Quality Limited Segments (SWRCB, 2016).

During construction, water quality would be protected by implementation of best management practices (BMPs) of the California Stormwater Quality Association (2016). BMPs designed to address water quality (and related special-status species) impacts are described below and would be finalized with the Project engineer, City, RWQCB, and other appropriate agencies.

- The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with Project construction.
- Standard construction BMPs will be described in full in the Project's SWPPP or Water Pollution Control Plan (WPCP). These BMPs will be implemented throughout construction to avoid and minimize adverse effects to the water quality within the Project site. Appropriate erosion control measures will be used (including, but not limited to, straw wattles, filter fences, vegetative buffer strips, or other accepted equivalents) to reduce siltation and contaminated runoff from project sites. All erosion control materials, including straw wattles and erosion control blanket material, used on-site will be biodegradable. Use of erosion control containing plastic monofilament will not be allowed as wildlife may become entrapped in this material. Wattles should be wrapped with 100 percent biodegradable materials like burlap, jute, or coir.
- Measures will be implemented during ground-disturbing activities to reduce erosion and sedimentation. These measures can include, but are not limited to, mulches, soil binders/erosion control blankets, silt fencing, fiber rolls, and temporary berms.
- Existing vegetation will be protected using temporary fencing or other protection devices where feasible to reduce erosion and sedimentation.
- Exposed soils will be covered by loose bulk materials or other materials, such as visqueen, to reduce erosion and runoff during rainfall events.

- Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities.
- Temporary berms will be constructed along the tops of slopes to prevent water from running uncontrolled from slopes during construction activities. Water will be collected in these berms and taken down the slopes in an erosion-proof drainage system. Sediment that is collected within these berms will be allowed to "settle out" and will be removed from the site.
- All erosion control measures and storm water control measures will be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials will be hauled off-site after completion of construction activities.

Regulatory Setting

The proposed project would be constructed in accordance with Federal, State, and local laws regarding the protection of water quality and hydrologic resources. Such regulations include:

- Clean Water Act
- Clean Water Act Section 303(d) Impaired Waters List
- Federal Antidegradation Policy
- Safe Drinking Water Act
- National Pollutant Discharge Elimination System Permit Program
- Porter-Cologne Water Quality Control Act
- NPDES – Construction General Permit
- City of Placerville General Plan Policy Document
- City of Placerville MS4 Permit

Discussion

a) Less than Significant. Hangtown Creek is the primary body of water within the proposed project area. The Weber Creek watershed is moderately developed, and Hangtown Creek is locally developed and surrounded by commercial and low-density residential land uses. Within the proposed project area, Placerville Drive heavily influences water quality in Hangtown Creek. Pollutants associated with vehicles traveling along Placerville Drive include oil, grease, gasoline, heavy metals, and combustion byproducts. Water quality may also be influenced by the Hangtown Creek Water Reclamation Facility, located 1.6 miles north-northwest of the proposed project area. Discharge from municipal treatment plants may result in high coliform counts, elevated temperature, pH levels in discharge that differ from the levels in receiving waters, increased turbidity, and low dissolved oxygen in water bodies. Existing water quality in Hangtown Creek at the proposed project area is low.

Development of the proposed project area has the potential to expose bare soil and potentially generate other water quality pollutants that could be exposed to precipitation

and subsequent entrainment in surface runoff to Hangtown Creek. Construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to Hangtown Creek and waters downstream. Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality.

Construction of the entire proposed project is anticipated to take up to 12 months to complete, with work within Hangtown Creek scheduled during the dry season between June 15th and October 31st. The proposed project is subject to Construction General Permit requirements, which requires preparation and implementation of a SWPPP. The proposed project would comply with the NPDES Construction General Permit including preparing and implementing a SWPPP that identifies project specific BMPs to protect water quality during proposed project construction. Implementation of these measures would reduce this impact to less than significant.

b) Less than Significant. The proposed project is not located within a recognized California groundwater basin or subbasin. The nearest recognized groundwater basin, the South American Groundwater subbasin, is located approximately 20 miles west-southwest and downstream of the proposed project area. However, some groundwater likely occurs in isolated pockets, including the shallow alluvial materials associated with surface waters or fractures in the underlying bedrock. The proposed project area is not actively used for groundwater recharge. The proposed project would not construct a significant amount of new impervious surfaces that would impede surface water drainage into the soil. This impact would be less than significant, and no mitigation is required.

c) Less than Significant. Implementation of the proposed project would not substantially modify the character of the proposed project area in terms of sources of water pollutants. Vehicles traveling on Placerville Drive and local rural residential, commercial, and municipal land uses would remain the primary sources of water pollutants within the proposed project area. The proposed project would not change the number of vehicles traveling on Placerville Drive or other nearby land uses within the Weber Creek watershed. Therefore, because there would not be an increase in the load of vehicle-generated pollutants to Hangtown Creek, no long-term impact would occur.

The use of construction equipment and other vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could cause surface water and groundwater quality degradation. Compliance with the NPDES Construction General Permit, which includes the incorporation of the BMPs and the implementation of the SWPPP, would reduce any potential construction-related impacts to drainage systems to a less than significant level. The proposed project would not impede or redirect flood flow during or after construction completion. Therefore, the impact to erosion, siltation, and runoff would be less than significant and no mitigation is required.

d) No Impact. Placerville Drive Bridge is located within a reach of channel that does have flood risk mapped by FEMA. The proposed new bridge would span approximately 94 feet

in length and approximately 64 feet in width and would be raised 2 to 4 feet to accommodate Caltrans hydraulic standards for 50- and 100-year flood events. As a result, the water surface elevation would decrease, and potential flood risk would be reduced. The proposed project area is not located near any tidally influenced water bodies, nor is it near any large bodies of water that could be affected by tsunami or seiche. Additionally, the proposed project is a bridge replacement and would not require any modification to nearby slopes, limiting the possibility of mudflow hazard to the proposed project area. The proposed project would not risk release of pollutants due to project inundation. There would be no impact, and no mitigation required.

e) **Less than Significant.** The Water Quality Control Plan for the California Regional Water Quality Control Board, Central Valley, applies to the South Fork American River and its tributaries, including Hangtown Creek. The Water Quality Control Plan identifies the beneficial uses and provides water quality objectives and standards for waters of the Sacramento HR, which includes waters within the proposed project area. This proposed project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of BMPs and avoidance and minimization measures, the impact would be less than significant.

Mitigation Measures

No mitigation is required.

4.11. Land Use and Planning

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
LAND USE AND LAND USE PLANNING – WOULD THE PROJECT:				
a) **Physically divide an established community?**	☐	☐	☐	☒
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?**	☐	☐	☒	☐

Setting

According to the City of Placerville Development Guide, Placerville Drive defines a geographically and somewhat separate isolated district within the boundaries of the City. Land use designations in and around the proposed project consist of Commercial (C) and Highway Commercial (HWC). The Commercial designation provides for retail sales and services, development of commercial facilities concentrated in well-defined and well-designed areas and create conditions conducive to a convenient and desirable environment for customers and employees (City of Placerville, 1990). Areas in this designation are protected from encroachment by heavy commercial, residential, or other incompatible uses. The Highway Commercial designation provides for freeway-oriented uses, such as fast-food restaurants, gas stations, and other uses which are necessary and convenient to the traveling public. Additionally, the designation differentiates freeway and travel-oriented uses from those of the downtown business district and other commercial uses (City of Placerville, 1990). Landscape guidelines addressing the needs of pedestrians and bicyclists are important throughout this area to develop its potential as a thriving and attractive commercial district (City of Placerville, 1992).

Discussion

a) **No Impact.** Construction and operation of the proposed project would not physically divide a community. The proposed project would not create a new barrier between various portions of the proposed project area and would not add any permanent structures that would physically divide an established community. Therefore, no impact would occur, and no mitigation would be required.

b) **Less than Significant.** A majority of construction activities for the proposed project would occur within the City's right-of-way for Placerville Drive, and would not cause direct conflicts with existing or planned land uses in the surrounding community. The proposed project would provide improved connectivity along Placerville Drive by improving and providing new pedestrian and bicycle accommodations. Therefore,

impacts would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures are required.

4.12. Mineral Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
MINERAL RESOURCES – WOULD THE PROJECT:				
a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**	☐	☐	☐	☒
b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**	☐	☐	☐	☒

Setting

In compliance with the Surface Mining and Reclamation Act of 1974, the California Division of Mines and Geology has established a classification system to denote both the location and significance of key extractive resources. Under this act, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. According to the Mineral Resource Zone (MRZ) maps for El Dorado County, the proposed project area is not located in an area where significant deposit resources are present.

According to the City of Placerville General Plan Background Report, the Placerville area was evaluated for the presence or likely presence of specific metallic and industrial mineral deposits based on past mineral production and modern geologic concepts relating to mineral occurrence (City of Placerville, 1990). While significant areas of mineral deposits have been identified in the Placerville area, the proposed project area is not known to include existing mineral resources.

Discussion

a) **No Impact.** According to the MRZ maps for El Dorado County, the proposed project area is not located in an area where significant deposit resources are present. The proposed project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 1990). Therefore, the proposed project would not result in a loss of availability of known mineral resources, and no mitigation would be required.

b) **No Impact.** The proposed project area is not shown in the City of Placerville General Plan Background Report as an area of mineral resources to be protected from further development (City of Placerville 1990). Therefore, the proposed project would not result in a loss of availability of a locally important mineral resource recovery site, and no mitigation

would be required.

Mitigation Measures

No mitigation is required.

4.13. Noise

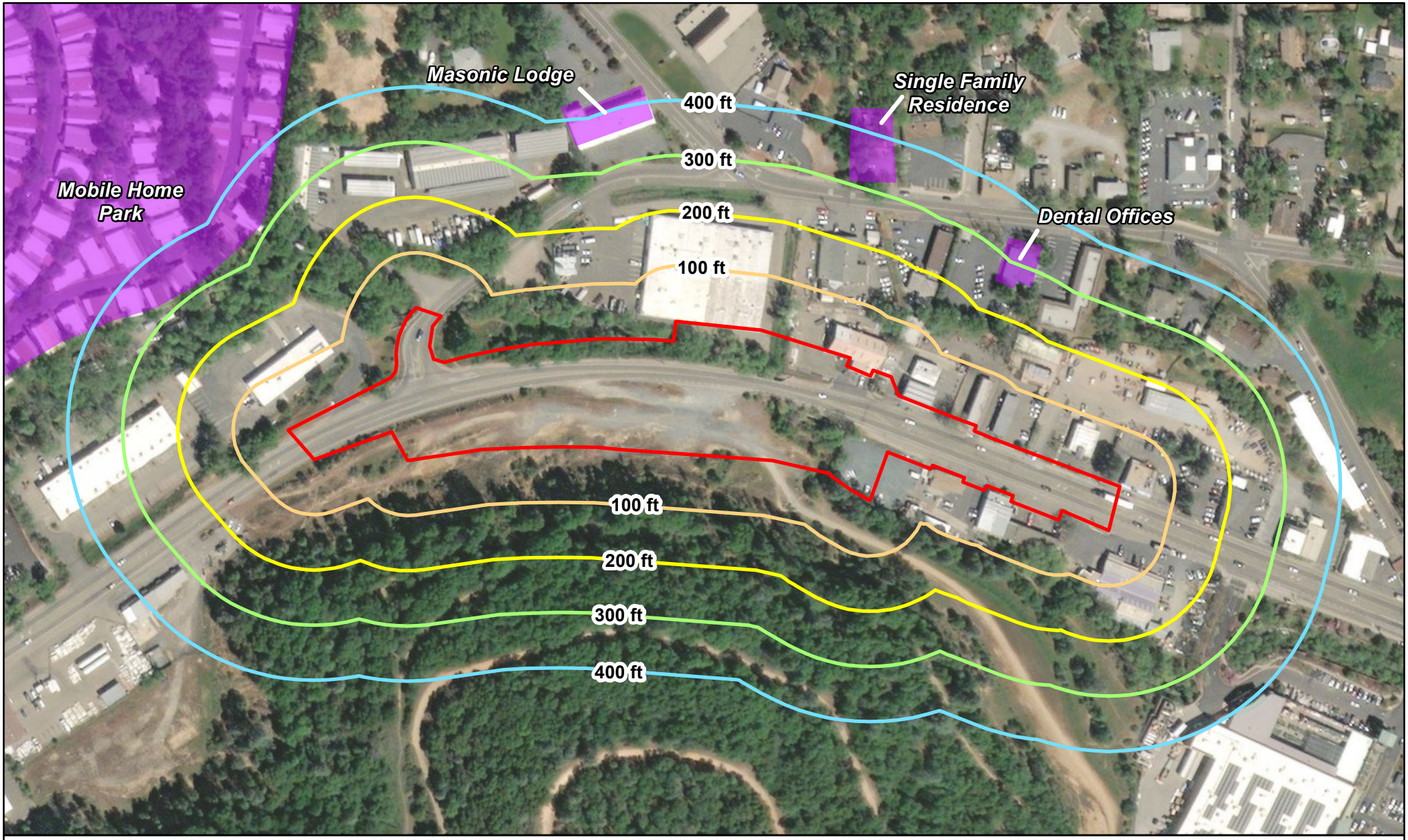
ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
NOISE – WOULD THE PROJECT RESULT IN:				
a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**	☐	☐	☒	☐
b) **Generation of excessive groundborne vibration or groundborne noise levels?**	☐	☐	☒	☐
c) **For a project located within the vicinity of a private airstrip or airport land use plan area, 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 area to excessive noise levels?**	☐	☐	☐	☒

Setting

Project Setting

Placerville Drive at the proposed project site is classified as "Minor Arterial Roadway" in the City General Plan. The average daily traffic (ADT) at the proposed project site is approximately 11,000 vehicles per day and the posted speed limit in the proposed project area is 35 miles per hour (mph). Land uses within and adjacent to the proposed project corridor include commercial and low-density residential uses.

A Noise Technical Memorandum (Noise Memo) was prepared for the proposed project and is available for review at the City (Caltrans, 2020). The Noise Memo was prepared to discuss the proposed project's potential noise related impacts to the surrounding community and potentially sensitive land used in the vicinity of the proposed project site. The study area for the Noise Memo included the area directly impact by the proposed project and land uses within 400 feet of the proposed project extent (**Figure 4-3)**. Land uses in the study area that may be sensitive to potential changes in the noise environment include dental offices, a single-family residence, a masonic lodge, and a mobile home park.



Project Extent
Sensitive Receptors
100 foot buffer
200 foot buffer
300 foot buffer
400 foot buffer

0 150 300 600 Feet

N

Dewberry

Source: ESRI Online Basemap, World Imagery Map, El Dorado County Coordinate System NAD 83 State Plane California II FIPS 0402 Feet

Notes: This map was created for informational and display purposes only

Placerville Drive at Hangtown Creek Bridge Replacement Project
City of Placerville, CA

Sensitive Receptor Map

Figure 4-3

The closest sensitive land use to the proposed project site are the dental offices located 300 feet north of the existing Placerville Drive Bridge over Hangtown Creek.

Noise Setting

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A ten-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness**. Table 4-7,** Typical Noise Levels, identifies decibel levels for common sounds heard in the environment.

TABLE 4-7. TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITY	NOISE LEVEL (DBA)	COMMON INDOOR ACTIVITY
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet **Commercial area**	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime **Quiet suburban nighttime**	40	Theater, large conference room (background)
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans, 2013

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are: equivalent A-weighted sound level over a given time period (Leq); average day-night 24 hour average sound level with a nighttime increase of 10 dBA to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24-hour average that includes both an evening and a nighttime weighting. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse levels of noise with respect to public health because of sleep interference.

State and local agencies that govern the proposed project site have policies and standards regarding noise levels for land use types as well as construction operations. Caltrans Standard

Specification, 14-8.02, Noise Control, states that projects: “Do not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 PM to 6:00 AM.” Receptors that are located beyond 50 feet of a project area do not need to be considered unless there is a reasonable expectation that noise impacts would extend beyond that boundary.”

The City of Placerville General Plan Policy Document (General Plan) includes policies intended to ensure that City residents are not subjected to noise beyond acceptable levels. The General Plan also includes noise criteria for the evaluation of proposed land uses regarding land use compatibility, and identifies noise sensitive land uses to include residential, school, and medical facilities. Section VI Policy I.1 of the General Plan states “the City shall attempt, insofar as possible, to protect areas within the city where the present noise environment is considered acceptable.” The General Plan limits the generation of construction to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and 7:00 a.m. and 5:00 p.m. on Saturday.

Vibration Setting

The most common descriptor used to quantify construction vibration amplitude in relation to impacts to the structures is the peak particle velocity (PPV), defined as the maximum instantaneous peak velocity of the vibratory motion in inches per second (in/sec). According to Caltrans Transportation and Construction Vibration Guidance Manual (2013), PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. The Federal Transit Administration (FTA) recommends a PPV threshold of 0.5 in/sec for residential and commercial structures (FTA,2018). The General Plan does not identify specific vibration guidance or policies.

Discussion

a) Less Than Significant Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and replace it with a new bridge designed to meet current structural and geometric standards. The proposed project would not increase vehicle capacity along Placerville Drive or adjacent roadways and would not generate land use changes in the surrounding environment. It is not anticipated that the proposed project would permanently increase ambient noise level in the proposed project area, and sensitive receptors and adjacent land uses would not perceive a permanent change in noise levels as a result of the proposed project.

The primary source of noise from the proposed project would result from proposed project construction activities. Noise from proposed project construction activities is anticipated to temporarily increase ambient noise levels in the vicinity of the proposed project site. Noise at the construction site would intermittently dominate the noise environment with varying levels of intensity. The degree of construction noise impacts would vary for different areas along the project corridor, and for different construction activities. Noise from construction activities generally attenuate at a rate of 6 dBA per doubling distance. General construction equipment noise levels at a distance of 50 feet are provided in **Table 4-8**. General construction phase/activity typical noise levels are summarized in **Table 4-9**. Pile driving is not proposed as part of the proposed project.

TABLE 4-8. TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS	
CONSTRUCTION EQUIPMENT	**NOISE LEVEL (DBA, LEQ AT 50 FEET)**
Scrapers	85
Bulldozers	85
Trucks	84
Backhoe	80
Pneumatic tools	85
Concrete pump	82

Source: FTA, 2018

TABLE 4-9. TYPICAL CONSTRUCTION PHASES AND NOISE LEVELS	
CONSTRUCTION PHASE	**NOISE LEVEL (DBA, LEQ)**
Ground clearing	84
Excavation	88/78
Foundations	88
Erection	79/78
Finishing	84

Source: U.S. EPA, 1971.

The loudest construction activities for the proposed project would include demolition/excavation and establishment of foundation elements, which would produce up to 88 dBA at 50 feet. The excavation and foundation activities required for construction of the proposed project would primarily occur where Placerville Drive crosses Hangtown Creek and would be located approximately 300 feet from the nearest sensitive receptor (dental office) (**Figure 4-3**). Based on the loudest proposed construction activity, the closest sensitive receptor would experience maximum noise levels of approximately 73 dBA.

Construction of the proposed project would take place Monday through Friday between 7:00 a.m. and 7:00 p.m., in compliance with the City General Plan. Additionally, since the loudest proposed construction activity would anticipated to produce maximum noise levels of approximately 73 dBA at the nearest sensitive receptor, the proposed project would be in compliance with Section 14-8.02, Noise Control, of Caltrans standard specifications and would not exceed 86 dBA at 50 feet from the job site activities. In addition, the proposed project would implement the best management practices (BMPs) and construction noise minimization measures identified in the Noise Technical Memorandum produced for the proposed project (Caltrans, 2020), listed as follows:

Equipment Noise Control

No adverse noise impacts from construction are anticipated because construction shall be conducted in accordance with Caltrans Standard Specifications Section 14-8.02, 42-1.02. Construction operations shall be during daylight hours only (Monday to Friday, 7:00 AM to 7:00 PM) for all construction activities that have the potential to affect sensitive receptors. The following control measures shall be implemented in order to minimize noise and vibration disturbances during periods of construction:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding).
- Utilize construction methods or equipment providing lowest level of noise and ground vibration impact feasible, such as alternative low noise pile installation methods.
- Turn off idling equipment.

Administrative Measures

The following administrative measures shall be implemented in order to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

- Plan noisier operations during times of least sensitivity to receptors (Monday through Friday, 8:00 AM to 5:00 PM).
- Keep noise levels relatively uniform and avoid impulsive noises.
- Maintain good public relations with the community to provide information on objections to construction noise impacts. Provide frequent activity update of all construction activities

Implementation of BMPs, listed above, and compliance with the City's and Caltrans' policies, regulations, and standards would minimize effects from construction noise to a less-than-significant level and no mitigation measures would be required.

b) Less Than Significant Impact. Equipment associated with high vibration levels (pile drivers) would not be used for proposed project construction. Proposed construction activities would use bulldozers and other heavy tracked construction equipment, which would generate groundborne vibration (VdB) levels of 90 VdB (an equivalent of 0.036228 inches per second root mean squared, or 0.051 inches per second) at 50 feet from construction areas (Caltrans, 2013). Groundborne vibrations dissipate rapidly with distance and vibration source levels are assumed to attenuate by two-thirds for each doubling distance from the vibratory source. The closest sensitive receptor to the proposed project is located approximately 300 feet to the north; therefore, sensitive receptors in the proposed project area would experience negligible changes in vibration due to groundborne noise levels generated by proposed project construction. The proposed project would have a less than significant effect in this regard and no mitigation measures would be required.

c) No Impact. There are no private airstrips or public airports within two miles of the proposed project site. The nearest airport to the proposed project site is the Placerville Airport, located approximately 3.4 miles to the east. The proposed project is not within the vicinity of the Placerville Airport influence area and the proposed project is not included in the Placer Airport Land Use Compatibility Plan (City of Placerville, 2013). There would be no impact in this regard and no mitigation measures would be required.

Mitigation Measures

No mitigation measures are required.

4.14. Population and Housing

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
POPULATION AND HOUSING – WOULD THE PROJECT:				
a) **Induce substantial unplanned 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)?**	☐	☐	☐	☒
b) **Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?**	☐	☐	☐	☒

Setting

The City of Placerville's Affordable Housing Density Bonus Ordinance (Section 10-12-01 to 10-12-14 of City Code) is required by California State law (Government Code § 65584) and "is intended as a tool to assist in the development of affordable housing for lower, low and moderate income level households, and for senior citizen housing" (City of Placerville, 2020). According to the U.S. Census Bureau, the proposed project is located within Census Tract 0310.00, within the City of Placerville, El Dorado County, California. As of 2018 Census Tract 0310.00 has an estimated population of 5,908, while the City and County were estimated to have populations of 10,860 and 186,661, respectively (U.S. Census Bureau, 2019). Census Tract 0310.00 was estimated to include approximately 2,502 housing units in 2018, while the City had approximately 4,384 housing units and the County had 91,662 housing units (US. Census Bureau, 2019b).

The project site is located along an urban arterial corridor within the City and is surrounded by commercial and low-density residential uses. The nearest residence to the proposed project is a single-family home located approximately 300 feet north of the proposed bridge location. Additionally, a mobile home park is located approximately 350 feet northwest of the western limits of the proposed project area.

Discussion

a) No Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. Operations of the proposed project would be similar to existing conditions upon completion of proposed project construction. The proposed project would not result in increased capacity along Placerville Drive that would encourage population growth within the surrounding communities. The proposed project would not permanently increase the population in the proposed project area either directly or indirectly. No impact would occur in this regard.

During construction, the proposed project would introduce construction personnel to the proposed project area. It is assumed that these construction personnel would come from the City and surrounding areas and would not relocate to the area for work. The proposed project would not temporarily increase the population in the surrounding area as a result of construction and no impact would occur in this regard.

b) No Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. Operations of the proposed project would be similar to existing conditions upon completion of proposed project construction. The new bridge would not displace housing units or people within the proposed project area and replacement housing would not be required. There would be no impact in this regard.

Mitigation Measures

No mitigation measures are required.

4.15. Public Services

ISSUES (AND SUPPORTING INFORMATION SOURCES):		POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
PUBLIC SERVICES —					
a)	**Would the project result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:**				
i.	**Fire protection?**	☐	☒	☐	☐
ii.	**Police protection?**	☐	☒	☐	☐
iii.	**Schools?**	☐	☐	☐	☒
iv.	**Parks?**	☐	☐	☐	☒
v.	**Other public facilities?**	☐	☐	☐	☒

Setting

The proposed project area is serviced by the El Dorado County Fire District (EDCFD). The EDCFD is governed by a five-member board of directors and supports 72 uniformed personnel and 3 support staff that operate from six staffed and seven volunteer firehouses (El Dorado County Fire District, 2018). The EDCFD protects approximately 74,000 residents over 281 square miles. The closest fire station is El Dorado County Fire Station 25, located approximately 1.5 miles east of the proposed project on Sacramento Street and Cary Alley.

Law enforcement is provided by the Placerville Police Department and the El Dorado County Sheriff's Office (City of Placerville, 1989). The Placerville Police Department is located approximately 2 miles east of the proposed project on Main Street. The closest El Dorado County Sheriff's Office is approximately 4 miles south of the proposed project on Industrial Drive.

Fifteen school districts serve over 29,000 students in El Dorado County, with twelve small to moderate sized K-8 districts feeding into the El Dorado Union High School District in the City of Placerville (City of Placerville, 2020). The nearest public schools are Markham Middle School and El Dorado High School, both located approximately 1 mile east of the proposed project area.

According to the City of Placerville General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville, 1989). Public recreational facilities include the El Dorado Trail and 36 acres of developed parkland in six local parks, five of which are managed by the City and one that is managed by the County. The nearest public park is the Gold Bug Park & Mine, approximately 3 miles east of the proposed project.

Discussion

a.i-a.ii) Less than Significant with Mitigation Incorporated. Construction of the proposed project could result in accident or emergency incidents that would require

emergency response, such as fire services; however, the chance of construction activities would be short-term and nonexistent to minimal. The proposed project is a bridge replacement project that would not create additional demands on the local fire district during operations. This impact would be less than significant.

Emergency access to the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project. Implementation of Mitigation Measure **PUB-1** would ensure that traffic disruption impacts are minimized to a less than significant level. Mitigation Measure **PUB-1** would require the creation of a Construction Period Emergency Access Plan.

a.iii) **No Impact.** The proposed project is a bridge replacement project and would not generate any additional demand for schools. There is no impact.

a.iv) **No Impact.** Please see **Section 4.16 Recreation** for more information. There is no impact.

a.v) **No Impact.** The proposed project would have no impact on any other public services, such as City administrative services. There is no impact.

Mitigation Measures

Mitigation Measure PUB-1: *Construction Period Emergency Access Plan.* Prior to the start of construction, the contractor shall coordinate with the Placerville Police Department, El Dorado County Sheriff's Office, El Dorado County Fire District, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan shall identify phases of the Project and construction scheduling and shall identify appropriate alternative emergency access routes.

4.16. Recreation

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
RECREATION —				
a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**	☐	☐	☒	☐
b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**	☐	☐	☒	☐

Setting

According to the City of Placerville General Plan Background Report, the City has a relatively large supply of parkland, which is augmented by school play areas, private recreational resources, and recreational programs (City of Placerville, 1989). Public recreational facilities include the El Dorado Trail and 36 acres of developed parkland in six local parks, five of which are managed by the City and one that is managed by El Dorado County.

Discussion

a) **Less than Significant.** The proposed project would not involve the construction of new housing or other facilities beyond those already planned for and in the City of Placerville Guides and Plans, and therefore would not increase the demand for recreational facilities. The proposed project is not anticipated to increase the use of existing neighborhood and regional parks or other recreational facilities and would not affect the long-term continued use of existing recreational facilities. Therefore, impacts would be less than significant, and no mitigation would be required.

b) **Less than Significant.** The proposed project is a bridge replacement that includes construction of additional pedestrian sidewalks and bike lanes that did not exist before. The proposed project would be connected to a larger, future bike and pedestrian project through the Placerville Drive corridor. The proposed project would facilitate the increased availability of opportunities for recreational activities (biking, walking, etc.) within the City and provide a connection to the future Placerville Drive bike lanes and sidewalks. The proposed project would not require the expansion of recreational facilities which may have an adverse physical effect on the environment. Therefore, impacts would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures are required.

4.17. Transportation

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
TRANSPORTATION – WOULD THE PROJECT:				
a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**	☐	☐	☒	☐
b) **Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**	☐	☐	☒	☐
c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**	☐	☐	☒	☐
d) **Result in inadequate emergency access?**	☐	☒	☐	☐

Setting

The proposed project is located along Placerville Drive within the western portion of the City of Placerville, El Dorado County, California. Placerville Drive is classified as a "Minor Arterial Road" in the City General Plan and accommodates an Average Daily Traffic (ADT) of approximately 11,000 vehicle trips per day. The roadway currently consists of two-travel lanes, variable width shoulders, and intermittent bicycle and pedestrian facilities at the proposed project site and runs in the east-west direction. The proposed project is located within the jurisdiction of the City General Plan, City Active Transportation Plan, and the Sacramento Area Council of Governments (SACOG) Regional Transportation Plan.

Discussion

a) Less Than Significant Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. The proposed bridge would accommodate two 12-foot travel lanes, one 14-foot center turn lane as well as barriers, bicycle lanes, and pedestrian sidewalk facilities. Placerville Drive would continue to be a minor arterial road per the City General Plan, and the proposed project would not create additional lanes or increase capacity along the roadway. Operations of the proposed project would be similar to existing conditions upon completion proposed construction activities.

Minor short-term traffic-related impacts are anticipated in the proposed project area due to the implementation of the proposed project construction. A full closure of Placerville Drive at Hangtown Creek would be required for the duration of the 12-month construction period to complete the proposed demolition and construction activities. An approximate 0.5-mile temporary offsite detour would be installed prior to the commencement of proposed project construction, which would maintain east-west traffic circulation in the proposed project area and utilize Pierroz Road and Cold Springs Road (**Figure 2-2**). The implementation of the proposed project detour would temporarily result increase travel times within the proposed project area; however, travel delays as a result of the proposed project detour would be temporary and are anticipated to minor (less than five minutes) due to the short length of the alternative route.

A detailed detour plan would be developed and approved by the City prior to the implementation of the offsite detour. Access to properties along Placerville Drive, between Cold Springs Road and Pierroz Road would be maintained throughout proposed project construction. Parcels adjacent to the proposed project would be informed of the proposed project developments and of potential impacts to traffic operations prior to and during construction.

Due to the temporary and minor nature of anticipated impacts to traffic in the proposed project area, the proposed project would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project would have a less than significant impacts and no mitigation measures are required.

b) Less Than Significant Impact. CEQA Guidelines Section 15064.3 (b) provides criteria for analyzing transportation impacts. As stated in Section 15064.3(b)(2), transportation projects that reduce, or have no impact on, vehicle miles traveled (VMT) should be presumed to cause a less than significant impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. Operations of the proposed project would be similar to existing conditions upon the completion of proposed construction activities. The proposed project is a bridge replacement project that would not increase, or decrease future traffic capacity, or create any long-term impact to traffic circulation in the area. Roadway users would continue to be similar as those currently using Placerville Drive, and the proposed project would establish a network of bicycle lanes and pedestrian sidewalk facilities in the proposed project area to increase access for active transportation. No permeant changes in traffic patterns, ADT, or VMT would result from the proposed project.

Implementation of the proposed project would result in temporary increases in VMT in the proposed project area. To complete construction of the proposed project, a full closure of Placerville Drive at Hangtown Creek would be required for the duration of the 12-month construction period. As discussed previously, an approximate 0.5-mile temporary offsite detour would be installed prior to the commencement of proposed project construction. The implementation of the proposed off-site detour would temporarily increase VMT in the proposed project area; however, increases in VMT associated with the proposed detour are anticipated to be less than significant due to the temporary nature and short length (less than one mile) of the detour route. Additionally, the proposed project would require

construction personnel to travel to the proposed site and the use of heavy construction machinery, both of which would result in a minor increase in VMT in the proposed project area. Increases in VMT associated with proposed project construction equipment and personnel would be minor and temporary and would cease upon the completion of construction activities. Therefore, pursuant to Section 15064.3(b), the proposed project would have a less than significant impacts on transportation and no mitigation measures are required.

c) **Less Than Significant Impact**. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and current structural and geometric standards that would provide adequate, reliable, and safe service for traffic. The new bridge would be designed to improve safety for vehicular, pedestrian, and bicycle traffic along Placerville Drive at the project site. The proposed bridge is designed to correct the existing substandard and unsafe deck width, and would accommodate two 12-foot travel lanes, one 14-foot center turn lane as well as barriers, and bicycle and pedestrian facilities. In addition, the proposed project would raise the height of the replacement bridge by 2 to 4 feet to accommodate Caltrans hydraulic standards for 50- and 100-year flood events. Upon completion of the proposed project, the proposed replacement bridge would improve roadway safety and access for bicycle and pedestrian users. The proposed project would have less than significant impacts in this regard and no mitigation measures would be required.

d) **Less Than Significant Impact with Mitigation Incorporated.** A full closure of Placerville Drive at Hangtown Creek would be required for the duration of the 12-month construction period, to complete proposed construction activities. Access to properties adjacent to Placerville Drive and the proposed project area would be maintained throughout construction and an approximate 0.5-mile temporary offsite detour. Implementation of the proposed temporary road closure and project detour has the potential to temporarily interfere with police, fire, and medical response times in the proposed project area, and disrupt existing or school bus routes. The proposed project would be coordinated with the Placerville Police Department, El Dorado County Sheriff's Office, El Dorado County Fire District, other law enforcement or emergency service providers within the proposed project area, and the Placerville Union School District and El Dorado High School Districts, through a standard Construction Period Emergency and School Access Plan, as required under **Mitigation Measure PUB-1**. Therefore, with the implementation of mitigation, impacts would be less than significant.

Mitigation Measures

Implement **Mitigation Measure PUB-1**, as described in **Section 4.15 Public Services**, above.

4.18. Tribal Cultural Resources

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
TRIBAL CULTURAL RESOURCES — WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCE 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:				
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**	☐	☐	☒	☐
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.**	☐	☒	☐	☐

Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes (Public Resource Code [PRC § 21073, 21074]. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the California Register or is in included in a local register of historical resources. Pursuant to Public Resource Code (PRC) §2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register or a local register of historical resources.

2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.
4. A historical resource described in PRC §21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC §21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and requests the consultation within 30 days of receipt of the formal notification of the project (PRC §21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in §21084.3.

Assembly Bill (AB) 52 Consultation

As part of the effort to identify any TCRs that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in February 2019. The search found no known TCRs in or near the proposed project site.

Assembly Bill 52 (AB 52) went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC §§ 21073, 21074, 21080.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

The NAHC provided a list of eight Native American representatives. Pursuant to PRC § 21080.3, formal notification and invitation to consult letters were sent on behalf of the City to the tribes or individuals listed in **Table 4.10-1**, below, in April 2019. Native American consultation efforts are documented in the ASR (Dewberry 2021).

TABLE 4-10. FORMAL ASSEMBLY BILL 52 NOTIFICATION LETTER RECIPIENTS

NAME	ORGANIZATION
Pamela Cubbler, Treasurer	Colfax-Todds Valley Consolidated Tribe
Clyde Prout, Chairperson	Colfax-Todds Valley Consolidated Tribe
Sara Dutschke Setchwaelo, Chairperson	Ione Band of Miwok Indians
Regina Cuellar, Chairperson	Shingle Springs Band of Miwok Indians
Gene Whitehouse, Chairperson	United Auburn Indian Community of the Auburn Rancheria
Don Ryberg, Chairperson	Tsi Akim Maidu
Grayson Coney, Cultural Director	Tsi Akim Maidu
Cosme A. Valdez, Chairperson	Nashville Enterprise Miwok-Maidu-Nishinam Tribe

There was one response to the outreach letters to date from the United Auburn Indian Community (UAIC) requesting to participate all cultural resources assessments for the proposed project. The City coordinated with the UAIC and received via email and received mitigation measures

recommended for the project.

Field Survey

The field survey of the proposed project on April 16, 2019. During the survey, all visible areas were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or ethnographic occupation of the area. Many of the observed plants were invasive species, such as Himalayan blackberry, Italian ryegrass, wild oat and Tree-of-Heaven. Native plant species observed included willow, oak trees, and poison oak. No midden soil, archaeological features, cultural constituents, or artifacts were observed in the APE during the field survey or identified as part of the background research.

Discussion

a) **Less than Significant.** A record search was conducted at the California Historical Resources Information System (CHRIS) NCIC to identify previous cultural resources studies and site records for the proposed project area. The search identified no previously recorded archaeological or historic sites in the APE. The search identified six cultural resources, ranging in date from 1984 to 2008, have occurred within ½-mile of the proposed project APE. Nor were any listed properties were found in the National or California Register or local registers in the APE. The survey identified no prehistoric or historic-era resources in the APE. Therefore, impacts would be less than significant, and no mitigation is required.

b) **Less than Significant with Mitigation.** As mentioned above, the NAHC was contacted in April 2019 requesting a search of their Sacred Lands File and a list of Native Americans that may have knowledge of the proposed project area. The NAHC search was negative for sacred lands. The field survey conducted on April 16, 2019 did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators.

No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the City coordinated with the UAIC and received via email and received mitigation measures recommended for the project. These measures address inadvertent discoveries and the inclusion of a tribal cultural resources section in the Worker Environmental Awareness and Protection training, and a request for a post-ground disturbance site visit. Due to the nature of the proposed project, there is the potential to encounter previously unknown tribal cultural resource. Therefore, through the implementation of **Mitigation Measure TCR-1 and CUL-1**, the proposed project would have a less than significant impact on tribal cultural resources.

Mitigation Measures

Implement **Mitigation Measure CUL-1**, as described in **Section 4.5, Cultural Resources**, above. Additionally, the following mitigation measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

Mitigation Measure TCR-1: If any suspected TCRs are discovered during ground disturbing

construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

4.19. Utilities and Service Systems

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
UTILITIES AND SERVICE SYSTEMS – WOULD THE PROJECT:				
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 relation of which could cause significant environmental effects?**	☐	☐	☒	☐
b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**	☐	☐	☐	☒
c) **Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**	☐	☐	☐	☒
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?**	☐	☐	☒	☐
e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**	☐	☐	☒	☐

Setting

The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville. There are several utilities in the immediate

vicinity of the proposed project site, including overhead, surface, and underground utilities. Overhead electrical and telecommunications lines run through the project site along the northern edge of Placerville Drive. These lines would need to be relocated to complete construction of the proposed bridge replacement project. Additionally, there is a buried sewer line and a waterline attached to existing bridge that would require relocation for the proposed project.

Water and wastewater services within the proposed project vicinity are provided by the City of Placerville Public Works Department (City of Placerville, 2020). El Dorado Irrigation District also provides water services within the proposed project vicinity. The El Dorado Disposal company solid waste disposal services to the City, while the Pacific Gas and Electric Company (PG&E) provides electrical within the County (EDD, 2020; PG&E, 2014a; PG&E, 2014b). Telecommunications infrastructure in the proposed project vicinity is provided by AT&T and Comcast (City of Placerville, 2020).

Discussion

a) Less Than Significant Impacts. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. There are existing overhead, surface, and underground utilities in the proposed project area, including overhead electrical and telecommunications lines along the northern edge of Placerville Drive, and a buried sewer line and a waterline attached to existing bridge. While relocation of utilities would be required, the proposed project would not require expansion or construction of utility facilities. The impact would be less than significant and no mitigation measures are required.

The proposed project would not substantially increase the amount or rate of stormwater runoff such that new or expanded facilities would be needed. The proposed project would not generate wastewater and therefore would not require the construction of additional wastewater or water treatment facilities either. The impacts would be less than significant and no mitigation measures are required.

b) No Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. Placerville Drive would continue to be a minor arterial roadway per the City General Plan and capacity would not be added as a result of the proposed project. Operations of the proposed project would not add additional water uses at the proposed project site; therefore, no water supplies would be depleted as a result of the proposed project. No impact would occur in this regard.

Non-potable water use would be required during the construction of the proposed project for fugitive dust control. See the **Section 4.3 Air Quality**, for more information regarding fugitive dust control BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur during the construction period of the proposed project and would cease upon construction completion. No impact would occur to existing water supplies in the proposed project area.

c) No Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and

geometric standards. Placerville Drive would continue to be a minor arterial roadway per the City General Plan and capacity would not be added as a result of the proposed project. The proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. There would be no impact and no mitigation measures are required.

d,e) Less Than Significant Impact. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. The proposed project would generate waste from construction activities and bridge demolition; however, the proposed project would not result in long-term demands for solid waste disposal services. Solid waste associated from construction activities would be handled by the El Dorado Disposal company and is anticipated to be handled at the El Dorado Disposal Material Recovery Facility (2720 South Fifth Avenue, Oroville, CA 95965), located approximately 2.40 miles south of the proposed project, before being brought to a landfill. The nearest landfill to the proposed project is the Kiefer Landfill, located approximately 23.8 miles southwest of the proposed project site. The facility has the capacity to accept waste generated by the proposed project. Solid waste generation would cease upon completion of construction.

The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, including compliance with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies. All recyclables and organics collected from the project site by the El Dorado Disposal company and would be taken to the appropriate facilities.

The proposed project's impact on solid waste generation would be less than significant and no mitigation measures are required. In addition, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, therefore, impacts in this regard are less than significant and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

4.20. Wildfire

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
WILDFIRE – IF LOCATED IN OR NEAR SATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:				
a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**	☐	☐	☒	☐
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?**	☐	☒	☐	☐
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?**	☐	☒	☐	☐
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?**	☐	☐	☒	☐

Setting

The California Department of Forestry and Fire Protection (CAL FIRE) identifies the City of Placerville (City) as located in a Local Responsibility Area (LRA) with two zones, Very High Fire Hazard Severity Zones (VHFHSZ) and Non-VHFHSZ, within the City limits. The proposed project site is primarily located within a very high fire hazard severity zone (VHFHSZ), and slightly in a Non-VHFHSZ (CAL FIRE, 2008).

The City contracts with the El Dorado County Fire District (EDCFD) to provide fire and safety

protection in the City (City of Placerville, 2021). The EDCFD serves an area of approximately 281 square miles between Sacramento and South Lake Tahoe, serving approximately 74,000 residents. The fire district is governed by a five-member board of directors and employs 72 uniformed personnel and 3 support staff members. The nearest fire station to the proposed project is Station 25 located at 3034 Sacramento Street, approximately 0.8-miles east of the proposed project. Station 25 is staffed 24 hours a day, 7 days a week by an Engine Company and a Medic Unit (El Dorado County Fire, 2018).

Discussion

a) Less than Significant. For a discussion regarding impacts to the emergency service providers, please refer to **Section 4.15 Public Services**. The proposed project would replace the existing bridge on Placerville Drive. The proposed project would not increase capacity along any adjacent roadways that could increase traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on nearby roadways would remain the same as existing conditions. No impact to emergency response plan or emergency evacuation plans would occur upon the completion of construction.

A full closure of Placerville Drive at Hangtown Creek would be required for the duration of the 12-month construction period to complete the proposed demolition and construction activities. An approximate 0.5-mile temporary offsite detour would be installed prior to the commencement of proposed project construction, which would maintain east-west traffic circulation in the proposed project area and utilize Pierroz Road and Cold Springs Road Minor increases in traffic would occur during the construction period, however emergency vehicle access would be maintained throughout construction in the project vicinity. The proposed project would be coordinated with the EDCFD, City of Placerville Police Department, El Dorado County Sheriff's Office, and other law enforcement or emergency service providers within the area to ensure that access would be maintained at all times during construction, as required in **Mitigation Measure PUB-1**. With the implementation of **Mitigation Measure PUB-1**, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

b,c) Less than Significant with Mitigation. The proposed project would replace the existing, functionally obsolete bridge on Placerville Drive. Operations at the proposed project site would be similar to those of the existing roadways. The proposed project site slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the proposed project site and surrounding area to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be similar to existing conditions upon construction completion. Therefore, the proposed project would have no impact in this regard.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Implementation of **Mitigation Measure FIRE-1** would reduce the potential for construction activities to result in severe fires by

requiring the preparation of a Fire Safety Plan that would outline safe construction and maintenance practices. Impacts would be less than significant after implementation of mitigation measures.

d) Less than Significant. Upon construction completion, operations on the adjacent roadways would remain the same as pre-construction conditions. The proposed project would not construct habitable structures. The proposed project would not increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risk (refer to **Section 4.10 Hydrology and Water Quality**, for details).

During construction, workers would be present onsite; however, this increase in workers would be temporary in nature. The risks associated with runoff, slope instability, and drainage changes within the proposed project site during construction would be similar to existing conditions. Therefore, the proposed project would have a less than significant impact in this regard and no additional mitigation measures are required.

Mitigation Measures

Mitigation Measure FIRE-1: *Fire Safety Plan.* Prior to the start of construction, the contractor shall coordinate with the EDCFD to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following:

- Dry grass shall be cut low or removed from construction equipment staging areas.
- All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order.
- Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition.
- Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials.
- Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats.
- Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.

4.21. Mandatory Findings of Significance

ISSUES (AND SUPPORTING INFORMATION SOURCES):	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
MANDATORY FINDINGS OF SIGNIFICANCE –				
a) **Does the project have the potential to substantially 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?**	☐	☒	☐	☐
b) **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)?**	☐	☐	☒	☐
c) **Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**	☐	☒	☐	☐

Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable

effects are analyzed below.

Discussion

a) **Less Than Significant Impact with Mitigation Incorporated**. Per the impact discussions in the Aesthetics and Biological sections, the potential of the proposed project to substantially degrade the natural environment would be less than significant with incorporated **Mitigation Measures BIO-1 through BIO-7**.

b) **Less Than Significant Impact.** The proposed project is located along Placerville Drive approximately 0.5 miles north of US 50, within the western portion of the City of Placerville, El Dorado County, California. The purpose of the proposed project is to remove the existing functionally obsolete concrete bridge and replace it with a new concrete bridge designed to current structural and geometric standards that would provide adequate, reliable, and safe service for traffic. The new bridge would be designed to improve safety for vehicular, pedestrian, and bicycle traffic along Placerville Drive at the proposed project site. Operations of the proposed project would be similar to existing conditions upon the completion of construction activities. The impacts of the proposed project would occur during construction and would cease upon completion, as discussed in **Section 4.1 through 4.20**, above. These impacts would be site specific and would be mitigated to less than significant levels.

   The City is currently in the planning phase of multiple transportation projects within the City of Placerville, including the Placerville Drive Bicycle and Pedestrian Facilities Project. The Placerville Drive Bicycle and Pedestrian Facilities Project plans to improve and increase bicycle and pedestrian interconnectivity within the City along Placerville Drive and Green Valley Road. The Placerville Drive Bicycle and Pedestrian Facilities Project plans to construct sidewalks, Class II or Class IV bicycle facilities, and improvements to existing El Dorado Transit bus stops along Placerville Drive, on either of the proposed bridge replacement project. Both the proposed project and the Placerville Drive Bicycle and Pedestrian Facilities Project have independent utility and would less than significant impacts separately. Due to the proximity of the two projects and their overlapping construction timing, the two projects are anticipated to result in cumulative impacts; however, as the individual impacts of both projects are anticipated to be temporary and minor, cumulative impacts are would less than significant and no mitigation measures are required for cumulative impacts.

c) **Less Than Significant Impact with Mitigation Incorporated.** Per the impact discussions in the Public Services and Transportation sections, the potential of the proposed project to substantially degrade the human environment or cause substantial adverse effects on human beings would be less than significant with incorporated **Mitigation Measures PUB-1**. The proposed project would remove the existing bridge along Placerville Drive at Hangtown Creek and construct a new bridge designed to current structural and geometric standards. Operations would be similar to existing conditions upon construction completion. The proposed project would not cause substantial adverse effects on human beings. Impacts would be less than significant with the incorporation of mitigation measure.

Mitigation Measures

Refer to **Mitigation Measures BIO-1** through **BIO-7**, **CUL-1**, **GEO-1**, **PUB-1**, **TCR-1** and **FIRE-1**, as described above.

5. LIST OF PREPARERS AND REVIEWERS

This Draft IS/MND was prepared by Dewberry in cooperation with the other members of the environmental study team. Dewberry was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

CEQA Lead Agency:	**City of Placerville**
Melissa McConnell, P.E.	City Project Manager
Rebecca Neves, P.E.	City Engineer
Dewberry	
Principal in Charge	Dennis Haglan, P.E.
Project Manager	Jeff Elmensdorp, P.E.
Environmental Project Manager	Jennifer Hildebrandt, MS
Senior Biologist/Environmental Planner	Lindsay Tisch
Cultural Resources/Environmental Planner	Anna M. Starkey, M.A., RPA and Jennifer Hildebrandt, MS
Environmental Planner	Allison Piazzoni

6. REFERENCES

California Air Resources Board (CARB). 2020. California Ambient Air Quality Standard (CAAQS). Available: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed September 21, 2020.

California Department of Conservation. 2016. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 3, 2020.

California Department of Forestry and Fire Protection (CAL FIRE). 2008. Very High Fire Hazard Severity Zones in LRA: Placerville. Online: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed: October 5, 2021.

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed September 23, 2020.

Caltrans. 2018. SER Vol 1 Chapter 11 Air Quality. June 21, 2018. Online: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-11-air-quality. Accessed September 29, 2020.

Caltrans. 2019a. List of Eligible and Officially Designated State Scenic Highways. Available: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed September 29, 2020.

Caltrans. 2019b. Aquatic Resources Delineation Report for the Placerville Drive Bridge Replacement Project.

Caltrans. 2019c. Initial Site Assessment for the Placerville Drive Bridge Replacement Project.

Caltrans. 2020a. Natural Environment Study for the Placerville Drive Bridge Replacement Project.

Caltrans. 2020b. Noise Technical Memorandum for the Placerville Drive Bridge Replacement Project (Federal Project No. BRLO 5015 [024]). March 6, 2020.

Caltrans. 2020c. Visual Impact Assessment (Minor Level), Placerville Drive Bridge Replacement Project. September 2020.

California Energy Commission (CEC). 2020. Electricity Consumption by County. El Dorado County. Available: https://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed September 17, 2020.

City of Placerville. 1989. General Plan Background Report. Available at: https://www.cityofplacerville.org/planning-division-city-of-placerville-guides-plans-and-reports.

City of Placerville. 1990. General Plan Policy Document.

City of Placerville. 1992. Development Guide.

City of Placerville. 1998. General Plan Policy Document.

City of Placerville. 2004. City of Placerville General Plan Background Report. Online: https://evogov.s3.amazonaws.com/media/17/media/5860.pdf. Accessed: October 12, 2021.

City of Placerville. 2013. Placerville Airport Land Use Compatibility Plan. Available: https://www.cityofplacerville.org/airport-overlay-zone-alucp. Accessed September 23, 2020.

City of Placerville. 2014. City of Placerville General Plan 2013—2021 Housing Element. Available: https://evogov.s3.amazonaws.com/media/17/media/5875.pdf. Accessed September 17, 2020.

City of Placerville. 2019a. City General Plan. Available: https://www.cityofplacerville.org/planning-division-city-of-placerville-guides-plans-and-reports. Accessed September 29, 2020.

City of Placerville. 2019b. Placerville Drive Development and Implementation Plan.

City of Placerville. 2020a. Business Resources. Available: https://www.cityofplacerville.org/business-resources. Accessed September 21, 2020.

City of Placerville. 2020b. Housing Resources - Density Bonus Program. Available: https://www.cityofplacerville.org/housing-resources-density-bonus-program. Accessed September 22, 2020.

City of Placerville. 2021. El Dorado County Fire Department. Online: https://www.cityofplacerville.org/ElDoradoCountyFireDepartment. Accessed: October 5, 2021.

Dewberry. 2020. Water Quality Technical Memorandum for the Placerville Bridge Replacement Project.

Earhart, R.L. 1988. Geologic setting of gold occurrences in the Big Canyon area, El Dorado County, California: U.S. Geological Survey professional Paper 1576, 13p.

El Dorado County Air Quality Management District (EDCAQMD). 2002. Guide to Air Quality Assessment. February 2002. Available: https://evogov.s3.amazonaws.com/media/17/media/119580.pdf. Accessed September 29, 2020.

El Dorado County Fire District. 2018. About Us. Online: https://www.eldoradocountyfire.com/about-us/. Accessed: October 5, 2021.

El Dorado Disposal (EDD). 2020. El Dorado Disposal Services. Available: https://www.eldoradodisposal.com/our-services. Accessed September 21, 2020.

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed September 23, 2020.

National Geodetic Survey. 2020.

National Resource Conservation District (NRCS). 2019. List of Hydric Soils. United States Department of Agriculture, National Cooperative Soil Survey. Available at: websoilsurvey.nrcs.usda.gov.

NRCS. 2020. Custom Soil Resource Report for El Dorado Area, California, Placerville Drive Bridge Replacement. United States Department of Agriculture, National Cooperative Soil Survey. Available at: websoilsurvey.nrcs.usda.gov.

Pacific Gas and Electric Company (PG&E). 2014a. PG&E's Electric Service Territory. Available: https://www.pge.com/tariffs/assets/pdf/tariffbook/ELEC_MAPS_Service%20Area%20Map.pdf. Accessed September 21, 2020.

PG&E. 2014b. PG&E's Gas Service Territory. Available: https://www.pge.com/tariffs/assets/pdf/tariffbook/GAS_MAPS_Service_Area_Map.pdf. Accessed September 21, 2020.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2016. CEQA Guide – Chapter 6, Page 6-9. October 2016. Available: http://www.airquality.org/landusetransportation/documents/ch6ghgfinal10-2016.pdf. Accessed September 21, 2020.

SMAQMD. 2018. Roadway Construction Emissions Model Version 9.0. May 2018. Available: http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/CEQA-Guidance-Tools. Accessed September 21, 2020.

Society of Vertebrate Paleontology (SVP). 1995. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Revised 2010. Available at: http://vertpaleo.org/the-Society/Governance-Documents.aspx.

U.S Department of Transportation Federal Highway Administration (FHWA). 2020. America's Byways: California. Available: http://www.fhwa.dot.gov/byways/states/CA. Accessed September 29, 2020.

U.S. Census Bureau. 2019a. 2018: ACS 5-Year Estimates Subject Tables. Ages and Sex. Available: https://data.census.gov/cedsci/table?t=Populations%20and%20People&g=1600000US0657540&tid=ACSST5Y2018.S0101&hidePreview=false. September 17, 2020.

U.S. Census Bureau. 2019b. Explore Census Data – Age and Sex. Available: https://data.census.gov/cedsci/table?t=Populations%20and%20People&g=0500000US06017_1400000US06017031000_1600000US0657540&tid=ACSST5Y2018.S0101&hidePreview=false. September 22, 2020.

U.S. Census Bureau. 2019c. Explore Census Data – Housing Characteristics. Available: https://data.census.gov/cedsci/table?t=Housing&g=0500000US06017_1400000US06017031000_1600000US0657540&tid=ACSDP1Y2019.DP04&hidePreview=false. Accessed September 22, 2020.

U.S. Census Bureau. 2019d. Explore Census Data – Median Income. Available: https://data.census.gov/cedsci/table?t=Income%20and%20Earnings&g=0500000US06017_1400000US06017031000_1600000US0657540&tid=ACSST1Y2019.S1903&hidePreview=false. Accessed September 22, 2020.

United States Environmental Protection Agency (US EPA). 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. December 1971. Online: https://nepis.epa.gov/Exe/ZyNET.exe/9101NN3I.txt?ZyActionD=ZyDocument&Client=EPA&Index=Prior%20to%201976&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&UseQField=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5CZYFILES%5CINDEX%20DATA%5C70THRU75%5CTXT%5C00000024%5C9101NN3I.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=2. Accessed September 23, 2020.

US EPA. 2016. Criteria Air Pollutants – NAQQS Table. Available: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed September 21, 2020.

United States Geological Survey (USGS). 2007. Mineral Resource Data System (MRDS) – Placerville District. Available at: https://mrdata.usgs.gov/mrds/showmrds.php?dep_id=10310666#:~:text=REGIONAL%20GEOLOGY%20The%20Placerville%20District,from%20late%20Paleozoic%20to%20Mesozoic. Accessed online on September 9, 2020.

7. ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms and abbreviations used within this document. Each term is defined in full once within the document before the abbreviation is used.

AAGR	Average Annual Growth Rate
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACM	Asbestos containing material
ADL	Aerially deposited lead
ADT	Average daily vehicular traffic trips
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQAP	Air Quality Attainment Plan
AQMD	Air Quality Management District
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
BA	Biological Assessment
BMP	Best Management Practices
BOR	Bureau of Reclamation
PIA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalFire	California Department of Forestry and Fire Protection
California Register	California Register of Historical Resources
CalOSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan

CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Regulations
CGS	California Geological Survey
CH_4	Methane
CHRIS	California Historical Resources Information System
CIDH	Cast-in-Drilled Hole
City	City of Placerville
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2e	Carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
County	El Dorado County
CPUC	California Public Utilities Commission
CWA	Clean Water Act
dBA	A-weighted decibel
DO	Dissolved Oxygen
DWR	Department of Water Resources

EDR	Environmental Database Resources, Inc.
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
General Plan	City of Placerville General Plan
GHG	Greenhouse Gas
HBP	Highway Bridge Program
HFHSZ	High Fire Hazard Severity Zone
HPSR	Historic Properties Survey Report
HSA	Hydrologic Sub Area
HU	Hydrologic Unit
IS	Initial Study
ISA	Initial Site Assessment
LBP	Lead-based paint
LRA	Local Responsibility Area
Leq	Equivalent A-weighted sound level
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
mg/L	Milligrams per liter
MLD	Most Likely Descendant
mph	Miles per Hour
MRZ	Mineral Resource Zone
$MTCO_2e$	Metric tons of carbon dioxide equivalent
N_2O	Nitrous oxide

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEIC	Northeast Information Center
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act of 1966
NO_x	Nitrogen Oxides
NOA	Naturally Occurring Asbestos
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory
O_3	Ozone
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety and Health Administration
Pb	Lead
PG&E	Pacific Gas and Electric Company
PIA	Project Impact Area
PM	Particulate Matter
PM_{10}	Particulate Matter 10 microns in diameter or less
$PM_{2.5}$	Particulate Matter 2.5 microns in diameter or less
ppb	Parts per Billion
ppm	Parts per Million
PRC	Public Resources Code
QSD	Qualified SWPPP Developer
RCAP	Regional Climate action Plan

RCEM	Road Construction Emissions Model
RECs	Recognized Environmental Conditions
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SMARA	Surface Mining and Reclamation Act
SR	State Route
SRA	State Responsibility Area
SSMH	Sanitary Sewer Manhole
SWPPP	Stormwater Pollution Prevention Plan
TCR	Tribal Cultural Resource
UCMP	University of California Museum of Paleontology
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHZS	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
WWTP	Wastewater Treatment Plant

8. APPENDICES

APPENDIX A: CALEEMOD

Placerville Drive Bridge Replacement Project

El Dorado-Mountain County County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	0.00	1000sqft	9.81	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	70
Climate Zone	1			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Off-road Equipment -

Grading -

Mobile Land Use Mitigation -

Placerville Drive Bridge Replacement Project - El Dorado-Mountain County County, Winter

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	9.81
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Pavers
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	4.3618	39.2975	39.3954	0.0800	18.2141	1.7223	19.4445	9.9699	1.6201	11.1018	0.0000	7,674.0349	7,674.0349	1.7666	0.0000	7,718.2006
2025	1.3674	12.4697	16.0847	0.0270	0.1232	0.5276	0.5425	0.0327	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.7158	0.0000	2,571.4981
Maximum	**4.3618**	**39.2975**	**39.3954**	**0.0800**	**18.2141**	**1.7223**	**19.4445**	**9.9699**	**1.6201**	**11.1018**	**0.0000**	**7,674.0349**	**7,674.0349**	**1.7666**	**0.0000**	**7,718.2006**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	4.3618	39.2975	39.3954	0.0800	18.2141	1.7223	19.4445	9.9699	1.6201	11.1018	0.0000	7,674.0349	7,674.0349	1.7666	0.0000	7,718.2006
2025	1.3674	12.4697	16.0847	0.0270	0.1232	0.5276	0.5425	0.0327	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.7158	0.0000	2,571.4981
Maximum	**4.3618**	**39.2975**	**39.3954**	**0.0800**	**18.2141**	**1.7223**	**19.4445**	**9.9699**	**1.6201**	**11.1018**	**0.0000**	**7,674.0349**	**7,674.0349**	**1.7666**	**0.0000**	**7,718.2006**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2024	4/26/2024	5	20	
2	Site Preparation	Site Preparation	4/27/2024	5/10/2024	5	10	
3	Grading	Grading	5/11/2024	6/7/2024	5	20	
4	Building Construction	Building Construction	6/8/2024	4/25/2025	5	230	
5	Paving	Paving	4/26/2025	5/23/2025	5	20	
6	Architectural Coating	Architectural Coating	5/24/2025	6/20/2025	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Placerville Drive Bridge Replacement Project - El Dorado-Mountain County County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45
Demolition	Generator Sets	2	8.00	84	0.74
Demolition	Cranes	1	8.00	231	0.29
Demolition	Dumpers/Tenders	1	8.00	16	0.38
Demolition	Pavers	1	8.00	130	0.42
Demolition	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Air Compressors	1	8.00	78	0.48
Demolition	Graders	1	8.00	187	0.41
Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	15	38.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1950	39.2140	38.5100	0.0775		1.7202	1.7202		1.6182	1.6182		7,424.5558	7,424.5558	1.7607		7,468.5722
Total	**4.1950**	**39.2140**	**38.5100**	**0.0775**		**1.7202**	**1.7202**		**1.6182**	**1.6182**		**7,424.5558**	**7,424.5558**	**1.7607**		**7,468.5722**

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1668	0.0835	0.8854	2.5000e-003	0.3122	2.0700e-003	0.3142	0.0828	1.9100e-003	0.0847		249.4791	249.4791	5.9700e-003		249.6284
Total	**0.1668**	**0.0835**	**0.8854**	**2.5000e-003**	**0.3122**	**2.0700e-003**	**0.3142**	**0.0828**	**1.9100e-003**	**0.0847**		**249.4791**	**249.4791**	**5.9700e-003**		**249.6284**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1950	39.2140	38.5100	0.0775		1.7202	1.7202		1.6182	1.6182	0.0000	7,424.5558	7,424.5558	1.7607		7,468.5722
Total	**4.1950**	**39.2140**	**38.5100**	**0.0775**		**1.7202**	**1.7202**		**1.6182**	**1.6182**	**0.0000**	**7,424.5558**	**7,424.5558**	**1.7607**		**7,468.5722**

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1668	0.0835	0.8854	2.5000e-003	0.3122	2.0700e-003	0.3142	0.0828	1.9100e-003	0.0847		249.4791	249.4791	5.9700e-003		249.6284
Total	**0.1668**	**0.0835**	**0.8854**	**2.5000e-003**	**0.3122**	**2.0700e-003**	**0.3142**	**0.0828**	**1.9100e-003**	**0.0847**		**249.4791**	**249.4791**	**5.9700e-003**		**249.6284**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2956**	**9.9307**	**1.1310**	**11.0617**		**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.0395	0.4194	1.1900e-003	0.1479	9.8000e-004	0.1489	0.0392	9.0000e-004	0.0401		118.1743	118.1743	2.8300e-003		118.2450
Total	**0.0790**	**0.0395**	**0.4194**	**1.1900e-003**	**0.1479**	**9.8000e-004**	**0.1489**	**0.0392**	**9.0000e-004**	**0.0401**		**118.1743**	**118.1743**	**2.8300e-003**		**118.2450**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2956**	**9.9307**	**1.1310**	**11.0617**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.0395	0.4194	1.1900e-003	0.1479	9.8000e-004	0.1489	0.0392	9.0000e-004	0.0401		118.1743	118.1743	2.8300e-003		118.2450
Total	**0.0790**	**0.0395**	**0.4194**	**1.1900e-003**	**0.1479**	**9.8000e-004**	**0.1489**	**0.0392**	**9.0000e-004**	**0.0401**		**118.1743**	**118.1743**	**2.8300e-003**		**118.2450**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**6.5523**	**0.7244**	**7.2768**	**3.3675**	**0.6665**	**4.0340**		**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0658	0.0330	0.3495	9.9000e-004	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		98.4786	98.4786	2.3600e-003		98.5375
Total	**0.0658**	**0.0330**	**0.3495**	**9.9000e-004**	**0.1232**	**8.2000e-004**	**0.1240**	**0.0327**	**7.5000e-004**	**0.0334**		**98.4786**	**98.4786**	**2.3600e-003**		**98.5375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**6.5523**	**0.7244**	**7.2768**	**3.3675**	**0.6665**	**4.0340**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0658	0.0330	0.3495	9.9000e-004	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		98.4786	98.4786	2.3600e-003		98.5375
Total	**0.0658**	**0.0330**	**0.3495**	**9.9000e-004**	**0.1232**	**8.2000e-004**	**0.1240**	**0.0327**	**7.5000e-004**	**0.0334**		**98.4786**	**98.4786**	**2.3600e-003**		**98.5375**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9152**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0624	0.0299	0.3227	9.5000e-004	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		94.6014	94.6014	2.1300e-003		94.6546
Total	**0.0624**	**0.0299**	**0.3227**	**9.5000e-004**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**94.6014**	**94.6014**	**2.1300e-003**		**94.6546**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9152**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0624	0.0299	0.3227	9.5000e-004	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		94.6014	94.6014	2.1300e-003		94.6546
Total	**0.0624**	**0.0299**	**0.3227**	**9.5000e-004**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**94.6014**	**94.6014**	**2.1300e-003**		**94.6546**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.1709**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.548420	0.035778	0.224960	0.125817	0.023380	0.005183	0.017399	0.009541	0.001620	0.001043	0.004971	0.000775	0.001113

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation