

**State of California  
Department of Transportation  
North Region**

**SCH #  
03-NEV-80  
KP 98.17/98.97 & 102.19  
(PM 61.0/61.5 & 63.5)  
EA 3C9300**

## **Initial Study/*Draft* Negative Declaration**



### **Interstate 80 – Nevada County Eagle Lakes Chain Off Area November 2003**

*Prepared pursuant to the  
California Environmental Quality Act  
(Division 13 of the Public Resources Code)*

## **GENERAL INFORMATION ABOUT THIS DOCUMENT**

### **WHAT IS IN THIS DOCUMENT?**

*This document contains an Initial Study (IS), which examines the environmental impacts of a proposed project, and an unsigned (“draft”) Negative Declaration, in which the State of California tentatively concludes that the project would have no significant unmitigated impacts on the environment.*

### **WHAT YOU SHOULD DO?**

*Read the Initial Study and the Negative Declaration. If you have important information that has not been considered in the Initial Study, or have comments about the conclusions reached in the unsigned Negative Declaration, please send your written comments to:*

*Mike Bartlett  
Senior Environmental Planner, Office of Environmental Management Unit S-3  
California Department of Transportation (Caltrans)  
2389 Gateway Oaks Drive  
Sacramento, CA 95833*

*The cutoff date for comments will be December 24, 2003 (end of the 30-day Public Review period).*

### **WHAT HAPPENS AFTER THIS?**

*After comments are received from the public and reviewing agencies, Caltrans may: 1) approve the proposed project by signing the Negative Declaration; 2) conduct additional environmental studies; or 3) reassess the purpose and need for the project.*

### **SPECIAL ACCOMODATIONS**

*For individuals with sensory disabilities, this document can be made available in Braille, large print, and audiocassette or computer disk. To obtain a copy in one of these alternate formats, please call or write: Mark Dinger, Public Information Officer, Caltrans - District 3, 703 B Street, Marysville, CA 95901. (530) 741-4571 (voice phone) or (530) 741-4509 (TTY). The IS is available for review on the World Wide Web at:*

<http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>

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# **Draft Mitigated Negative Declaration**

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## **Interstate 80 Eagle Lakes Chain Off Area**



### **State of California, Department of Transportation**

SCH# not yet assigned  
03-NEV-80-KP 98.17/98.97 & 102.19 (PM 61.0/61.5 & 63.5)  
Expenditure Authorization (EA) 3C9300

*Prepared pursuant to the California Environmental Quality Act of 1970 (Division 13 of the Public Resources Code)*

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### **Project Description**

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA) is proposing to install a new chain off area on Interstate 80 (I-80) in Nevada County. The entire project consists of two segments. The first segment is located west of Crystal Lake between freeway Kilometer Post (KP) 98.17 and KP 98.97 (or freeway Post Mile [PM] 61.0 to PM 63.5) and includes the chain off construction area, installation of a Changeable Message Sign (CMS), shoulder widening, as well as drainage improvements. The second segment consists of the construction of a CMS and is proposed to be located near the Cisco Grove west bound on-ramp taper at KP 102.19 (PM 63.5) in Placer County.

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### **Determination**

An Initial Study (IS) has been prepared by Caltrans. On the basis of this study, it has been determined that the proposed project will not have a significant affect upon the environment, for the following reasons:

The project will not affect FEMA designated floodplains, hazardous materials, recreational facilities, historical architectural properties, other cultural resources, or mineral resources. No change will occur in local and regional air quality, traffic, population, or planned land use. Seismic and soil related hazards will not increase, nor will the ambient noise in the region permanently increase.

The project may have short term minimal affects upon water quality, scenic resources, sensitive plant or animal species; however, project impacts to these resources will be mitigated to a level of insignificance as specified in the mitigation measures contained in the IS. Sensitive biological communities will be avoided to minimize the affect that this project may have on these resources as described in the IS.

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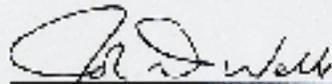
**John D. Webb**  
Chief, North Region Environmental Services

Date

**Interstate 80 Eagle Lakes Chain Off Area  
Initial Study**

THE STATE OF CALIFORNIA  
Department of Transportation (Caltrans)-North Region

11-14-02  
Date of Approval



John D. Webb, Chief  
North Region Environmental Services  
California Department of Transportation

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**Table 1. List of Abbreviated Terms**

AC	Asphalt Concrete
ACOE	Army Corps. Of Engineers
BMP	Best Management Practices
Caltrans	California Department of Transportation
CCC	California Conservation Corps.
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
C/F	Cut/Fill
CMS	Changeable Message Sign
CNDDB	California Natural Diversity Data Base
CWA	Clean Water Act of 1972
DI	Drainage Inlet
ESA	Environmentally Sensitive Area
ESL	Environmental Study Limit
FHWA	Federal Highway Administration
ft	feet
I-80	Interstate 80
IS	Initial Study
km	kilometer(s)
KP	kilometer post
m	meter(s)
mm	millimeter(s)
MBGR	Metal Beam Guard Rail
mi	mile(s)
ND/IS	Negative Declaration/Initial Study
NPDES	National Pollutant Discharge Elimination System
OHWM	Ordinary High Water Mark
PCC	Portland Concrete Cement
PM	post mile
RCP	Reinforced Concrete Pipe
RE	Resident Engineer
ROW also R/W	Right-of-way
RWQCB	Regional Water Quality Control Board
§	section
SI	Sedimentation and Infiltration (basins)
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

## **Initial Study for Eagle Lakes Chain Off Area**

### **PROJECT DESCRIPTION**

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA) is proposing to install a new chain off area on Interstate 80 (I-80) in Nevada County. The entire project consists of two segments. The first segment is located west of Crystal Lake between freeway Kilometer Post (KP) 98.17 and KP 98.97 (or freeway Post Mile [PM] 61.0 to PM 63.5) and includes the chain off construction area, installation of a Changeable Message Sign (CMS), shoulder widening, as well as drainage improvements. The second segment consists of the construction of a CMS and is proposed to be located near the Cisco Grove west bound on-ramp taper at KP 102.19 (PM 63.5) in Placer County. Please see Attachment A on page 21 of this Initial Study for project location and vicinity mapping.

### **PURPOSE AND NEED**

The purpose of this project is to improve the overall safety of the westbound direction of I-80 within the proposed project limits. There is a concentration of snow/ice related accidents at consecutive horizontal curves just east of the proposed chain off area. The accident data confirmed that 16 of the 29 accidents in the last three years were related to the above roadway surface conditions. As a result, the Caltrans maintenance group recommended a new chain off area just beyond (west of) the accident locations so that they can extend the chain control further down the grade when needed. Keeping the chain control in effect through the trouble area will aid in keeping the speeds down and help to reduce accidents.

### **PROJECT DETAILS**

To construct the chain off area, the following improvements to I-80 are proposed:

- Reconstruct and widen the existing outside shoulder of the westbound direction of I-80 with Portland Concrete Cement (PCC) to a width of 7.6 meters (24.9 feet) for the chain off area and an additional 2.4m (7.9ft) Asphalt Concrete (AC) gutter in cut slope sections of the roadway.
- Install freeway lighting and a CMS at the new chain off area.
- Install a new CMS sign at the existing chain off area at Kilometer Post (KP) 102.19/Post Mile (PM) 63.5 near the Cisco Grove westbound on-ramp taper.
- Clear trees off the inside shoulder at curve locations to increase sight distance to the proposed chain off area.

- Upgrade the existing drainage system where necessary and feasible to meet the current storm water quality standards including an sedimentation/infiltration basin, traction sand traps, dikes, gutters, rock slope protection, and re-vegetate bare soil surfaces as well as cut and fill slopes after construction.
- Install AC dike through the entire length of the project to direct storm water off of the freeway.
- Extend the existing 5.0m x 3.9m (16.5ft x 12.6ft) arch culvert at KP 98.52 (PM 61.22) to accommodate the shoulder widening at that location. The metal beam guardrail (MBGR) will also be removed and replaced.
- Fill slopes will be graded to 1:4 except in locations where right-of-way (ROW) is restrictive and where it is desirable to minimize vegetation removal with the use of retaining walls. The steepest fill slope will be at 1:2 and cut slopes are proposed to be at 1:2 or flatter to match the existing conditions.
- Approximately .13 acres of new ROW will need to be acquired from Nevada County to complete the work.

**Table 2. Summary of Impacts and Mitigation or Avoidance Measures**

<u>Resource</u>	<u>Impact</u>	<u>Mitigation/Avoidance</u>
<b>Aesthetics</b>	Extensive removal of native trees and vegetation from the shoulder widening for the chain off area. Elimination of landscape buffer between I-80 and Eagle Lakes Road.	In steep fill sections retaining walls shall be used to hold the soil embankment. This will reduce the number of mature trees that need to be removed. After construction all areas used for construction staging, access or other activities will be contour graded to visually integrate into the surrounding landscape. (See also aesthetics discussion page 5)
<b>Biology</b>	Approximately 77.2 m <sup>2</sup> (0.019 acres) of jurisdictional waters of the U.S. will be directly and permanently impacted by the extension of freeway cross culverts and associated highway widening activities for the chain off area. A total of 14.29 m <sup>3</sup> (18.69 yd <sup>3</sup> ) of fill will be placed below the ordinary high water mark of these waters of the U.S. In addition, 336.0 m <sup>2</sup> (.083 acres) of jurisdictional wetland will be permanently and directly impacted by the placement of fill required for highway widening activities. Removal of woody vegetation may directly impact nesting migratory birds or roosting bat species.	Adherence to the permit and certification restrictions in the ACOE 404 permit, RWQCB 401 certification, and 1601 streambed alteration agreement for fill material within jurisdictional waters of the U.S. including wetlands. Revegetation of disturbed areas with locally native plant species. Erosion control Best Management Practices. Pre-construction bird surveys for construction beginning during the following period March 15 <sup>th</sup> -July 30 <sup>th</sup> . (See also biology discussion page 6)
<b>Hydrology &amp; Water Quality</b>	No significant impacts have been identified. Best Management Practices will be implemented to adequately avoid any potential effects that uncontrolled erosion could have on the project site during construction.	Contractor must prepare a Storm Water Pollution Prevention Plan (SWPPP). (See also hydrology discussion page 12)

## **ENVIRONMENTAL SETTING**

The project site is located in a region characterized by mountainous terrain, typical of the western slope of the Sierra Nevada mountain range. The physical environment is composed of conifer forest upland areas, the South Yuba River canyon, granite rock outcroppings/rock faces, and open meadows. The elevation within the project limits range from 1645m-1737m (5400ft-5700ft).

I-80 is a principal west to east route for the movement of goods and services connecting the east and west coasts of the United States. The surrounding land use in the area is primarily recreational throughout the spring, summer, and fall with activities ranging from camping, hiking, backpacking, mountain biking, and opportunities for off road vehicles.

The native vegetation consists of ponderosa pine forest. The dominant tree species include ponderosa pine (*Pinus ponderosa*), sugar pine (*Pinus lambertiana*), douglas fir (*Pseudotsuga menziesii*), white fir (*Abies concolor*), incense cedar (*Calocedrus decurrens*), and black oak (*Quercus kelloggii*). The under story consists of mountain misery (*Chamaebatia foliolosa*), rabbit brush (*Chrysothamnus nauseosus*), mountain whitethorn (*Ceanothus cordulatus*), huckleberry oak (*Quercus vaccinifolia*), green leaf manzanita (*Arctostaphylos patula*), and mountain snowberry (*Symphoricarpos rotundifolius*). The south fork of the Yuba River is within close proximity to the project area and this native riparian system supports black cottonwood (*Populus trichocarpa*), alder (*Alnus*, sp.), and willow (*Salix*, sp.).

## **CONSISTANCY WITH PLANS AND POLICIES**

All work required to construct the proposed chain off area will be within existing Caltrans ROW, with exception of approximately .13 acres of land that will need to be acquired from Nevada County. This project is consistent with the goals and policies listed in the Caltrans Transportation Concept Report (approved 2001) as well as the needs, goals, and policies stated in the Transportation elements of the Nevada County and Placer County General Plans (approved 1993 & 1994 respectively).

## **PERMITS REQUIRED**

- Section 404 Clean Water Act (CWA) permit from the Army Corps of Engineers (ACOE)
- Section 401 CWA Regional Water Quality Control Board (RWQCB) water quality certification for impacts to surface waters.
- Section 1601 of the Fish and Game Code Streambed Alteration Agreement from the California Department of Fish and Game (CDFG) .

## **POTENTIAL ENVIRONMENTAL IMPACTS, MITIGATION or AVOIDANCE MEASURES**

*The focus of this discussion uses the Environmental Checklist Form (Attachment C page 27). The numbers following each title refer to the numbers of the questions in the checklist. There were technical environmental studies completed for the environmental resource areas discussed in the following sub-paragraphs. The studies are incorporated by reference into the discussion below, and are available for review at the Caltrans North Region Office at 2389 Gateway Oaks Drive in Sacramento, CA 95833.*

### **Aesthetic/Visual (Section I c)**

This section of I-80 between the California/Nevada state-line and west to Emigrant Gap is eligible for State Scenic Highway status. This designation warrants special attention in terms of aesthetics and visual effects of all proposed projects. In order to retain the possibility of becoming a designated Scenic Highway, every feasible effort will be made to maintain and/or enhance the scenic quality of this section of I-80.

#### ***Potential Impacts***

Construction of the proposed chain off area may result in the following negative visual impacts:

- 1) Extensive removal of mature trees and vegetation from shoulder widening and other chain off area activities will be detrimental to the visual quality of the surrounding landscape.
- 2) The cut and fill slopes necessary for the widening will create slopes that will be difficult to re-vegetate due to the dissolved granite soil.
- 3) Scenic views from the roadway may be negatively impacted by the installation of the SI basins.

#### ***Mitigation and Avoidance Measures***

Even though there were not any significant impacts identified, the following minimization, avoidance, and mitigation measures will be implemented to reduce the potential for direct and indirect impacts to aesthetic/scenic resources within the project area to a level of insignificance. Furthermore, the mitigation measures will be grouped according to the potential impacts that they pertain to:

#### **Mitigation Measures for Potential Impact area #1 are as follows:**

- In lieu of 1:2 or 1:4 fill slopes; retaining walls will be used along embankment slopes. The retaining walls will have aesthetically treated fascias to better fit into the granite rock surroundings. The retaining walls will reduce the number of mature trees and other native vegetation lost to shoulder widening as well as eliminate the steep soil slopes that are difficult to re-vegetate.
- Only smaller trees along the southern edge of the freeway will be removed for sight distance from station 98+30 to 104+25 (see attachment B page 22).

- At the end of construction all areas used for staging, access or other construction activities shall be contour graded in such a way as to visually integrate them into the surrounding topography. Select boulders and logs removed for earthwork operations shall be stockpiled and strategically placed back into contour graded areas as a means of enhancing visual integration back into the surrounding landscape.

**Mitigation Measure for Potential Impact area #2 is as follows:**

- While the project site is cleared of vegetation for construction (also called the clearing and grubbing stage), existing surface soils and all woody debris will be stockpiled/chipped. After construction is complete the finished slopes that were disturbed during construction shall be re-vegetated with native plants and trees. In addition, the stockpiled soil and chipped woody debris will be placed on the newly vegetated slopes.

**Mitigation Measure for Potential Impact area #3 is as follows:**

- Water quality improvements shall avoid the use of concrete lined basins and ditches. Concrete may be used on the bottom of the sedimentation/infiltration (SI) basins so that our maintenance department can clean them out using the vac truck (large vacuums that withdraw traction sand and debris from SI basins). With exception of the bottom, the SI basins or other water quality improvement features shall be earthen or rock lined whenever possible. In order to better integrate water quality features into the surrounding landscape, the use of curvilinear forms and contour grading will be used to construct the SI basins.

**Biological/Natural Resources (Section IV b & c)**

Biological surveys were conducted in the project area on 9/17/02, 06/17/03, 09/12/03 and 10/06/03, culminating in a Natural Environmental Study report dated October 2003. The Caltrans district biologist determined that since the project is being designed with appropriate features to reduce potential direct and indirect impacts as well as appropriate avoidance, minimization, mitigation measures, and permit restrictions; that no sensitive biological resources will be significantly affected in any way by the proposed chain off area.

***Potential Impacts***

Construction of the proposed chain off area may result in the following negative impacts to biological resources:

1) *Jurisdictional Waters, Wetlands, Streambed Alterations-*

The Ordinary High Water Mark (OHWM) delineates the limits of the Waters of the United States located at the ephemeral and intermittent drainage courses located throughout the project area. The discharge of dredged or fill material in these systems will require a section 404 permit from the ACOE and Central Valley RWQCB section 401 certification. A total of 77.2m<sup>2</sup> (.019acres) of jurisdictional waters of the United States will be directly and permanently impacted by the extension of freeway cross culverts. The culverts in the project area will need to be extended to compensate for the widening of the freeway for the chain off

area. A total of 14.29m<sup>3</sup> (18.69yd<sup>3</sup>) of fill will be placed below the OHWM of these resources.

**Table 3. Locations of Jurisdictional Waters of the United States (Ephemeral, Intermittent, and Perennial drainages (see attachment B for location mapping)**

<b>Location</b>	<b>Cause of Impact</b>	<b>Permanent Impact Below OHWM (m<sup>2</sup>/acre)</b>	<b>Permanent Fill Below OHWM (yd<sup>3</sup>)</b>
Station 100+10 KP 98.36 (PM 61.12)	Extend Culvert, place Rock Slope Protection (RSP)	13.2m <sup>2</sup> /0.003 acres	3.97yd <sup>3</sup>
Station 102+30 KP 98.59 (PM 61.26)	Extend Arch Culvert, place RSP	64.0m <sup>2</sup> /0.016 acres	14.72yd <sup>3</sup>
	<b>Totals</b>	<b>77.2m<sup>2</sup>/0.019 acres</b>	<b>18.69yd<sup>3</sup></b>

Potential wetlands throughout the project area were delineated according to the methodology set forth in the ACOE 1987 Wetlands Delineation Manual. A positive determination for wetlands was made based on the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. The discharges of dredged or fill material in wetland systems will require a section 404 nationwide permit from the ACOE and Central Valley RWQCB section 401 certification. A total of 336.0m<sup>2</sup> (0.083 acres) of jurisdictional wetland will be permanently impacted by the placement of fill required for freeway widening activities. The ACOE District Engineer will evaluate the impacts to wetlands and the proposed mitigation measures within the project area and determine if additional compensatory mitigation or avoidance measures are necessary before the 404 nationwide permit can be issued prior to construction.

**Table 4. Locations of Jurisdictional Wetlands (see attachment B for location mapping)**

<b>Location</b>	<b>Cause of Impact</b>	<b>Permanent Adverse Impact Area</b>
Station 99+88 to 100+28 KP 98.35-98.38 (PM 61.11-61.13)	Permanent fill for freeway widening	336m <sup>2</sup> /0.083 acres
	<b>Total</b>	<b>336m<sup>2</sup>/0.083 acres</b>

The limits of jurisdiction of CDFG Code section 1601 includes the bed, channel, and bank of any river, stream, or lake in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit. The limits of this jurisdiction typically extend to the outer edge of riparian vegetation, or to the top of a stream bank for areas with little or no riparian habitat. Work within the jurisdiction of CDFG Code section 1601 will require the obtainment of a section 1601 “Streambed Alteration Agreement”.

2) *Vegetation and Noxious Weeds-*

The removal of woody vegetation (trees and shrubs) during the course of shoulder widening, drainage improvements, and the construction of water quality improving SI basins is unavoidable. However, project features were designed to disturb the least amount of vegetation possible. Approximately 2,500m<sup>2</sup> (0.618 acres) of woody vegetation will be removed along the north and south side of I-80. On the south side of I-80 the vegetation will be removed to increase sight distance to the proposed chain off area, while on the north side, the vegetation will be removed to accommodate the wider shoulders for the chain off area.

Noxious weeds are plants considered as troublesome, aggressive, intrusive, detrimental/destructive to agriculture/silviculture or native species, and difficult to control or eradicate. Plant species that are considered as “noxious weeds” were compiled from the United States Forest Service, California Department of Food and Agriculture, and the United States Department of Agriculture noxious weed species lists. Within the project area noxious weeds were detected within the disturbed roadway prism from station 104+10 to 104+30 on the south side of I-80 (see Attachment B page 22 for project mapping). The noxious weeds that were detected within the project area are: spotted knapweed (*Centaurea maculosa*), white top cress (*Cardaria draba*), and klamath weed (*Hypericum perforatum*). Noxious weeds were not detected within areas with a relatively closed forest canopy or where there was dense shrubby vegetation. In general the amount of disturbance associated with road widening for the chain off area is relatively low, given the limited extent of impacts adjacent to the existing roadway, so the habitat changes due to construction activities (reduced shade and soil cover) that could increase noxious weed growth are also relatively low. The potential introduction to the project site of noxious weed material from outside the project area, and the spread of noxious weed material from within the project area will be avoided or minimized by implementing BMPs designed with the purpose of eradicating or suppressing the spread of noxious weeds (see mitigation and avoidance measures below).

### 3) *Fish and Wildlife-*

A list of species and habitats potentially occurring within the project vicinity was developed based on information compiled from the CDFG California Natural Diversity Data Base (CNDDDB). The CNDDDB contains species lists provided by the United States Fish and Wildlife Service (USFWS), the California Native Plant Society, and from the current literature. After the CNDDDB list was compiled, informal consultation with the USFWS was initiated with the request of a threatened and endangered species list (received 01/23/2003). The following summarizes Caltrans’ determinations for federally listed, candidate, and species of special concern that according to USFWS lists, may occur within the project vicinity (Blue Canyon, Cisco Grove, and Soda Springs USGS 7.5-minute quadrangles).

- Due to the project area being outside the range of the species, the lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys or because the project would not harm individuals or alter the species’ habitat, the Caltrans biologist determined the proposed project will have “**no effect**” on the following Federally listed threatened or endangered, candidate, or proposed species or their critical habitat:

*Delta Smelt, Central Valley Steelhead, Green Sturgeon, Mountain Yellow Legged Frog, California Red Legged Frog, Bald Eagle*

- Due to the project area being outside the range of the species, the lack of suitable habitat or habitat components in the project area, the probable absence of a species from historic range, the lack of detection during recent Caltrans surveys or because the project would not harm individuals or alter the species' habitat, the Caltrans biologist determined that the proposed action will have **“no effect”** on the following Federal Species of Concern:

*Sacramento Splittail, Longfin Smelt, Mount Lyell Salamander, Foothill Yellow Legged Frog, Northern Goshawk, Oak Titmouse, American Dipper, Black Swift, Peregrine Falcon, Flammulated Owl, Rufous Hummingbird, California Spotted Owl, Townsend's Big Eared Bat, Spotted Bat, Greater Western Mastiff Bat, California Wolverine, Sierra Nevada Snowshoe Hare, American Marten, Pacific Fisher, Sierra Nevada Red Fox, Stebbin's Phacelia, Woolly Violet,*

- The proposed activities would result in some loss of habitat or reductions in the habitat quality or timing of nesting, denning, roosting and/or foraging opportunities for the following species. The scale of this reduction and/or loss is small within the analysis area and design features and conservation measures exist to reduce both direct and indirect impacts. Also, the proposals are consistent with conservation strategies and direction as provided in Nevada County goals, policies, and ordinances. Therefore, the Caltrans biologist determined that the proposed activities **“may effect but are not likely to adversely effect”** individuals of the following Federal Species of Concern:

*Lewis Woodpecker, White Headed Woodpecker, Small Footed Myotis, Long Eared Myotis, Fringed Myotis, Long Legged Myotis, Yuma Myotis*

### ***Mitigation and Avoidance Measures***

Even though there were not any significant impacts identified, the following minimization, avoidance, and mitigation measures will be implemented to reduce the potential for direct and indirect impacts to biological resources within the project area to a level of insignificance. Furthermore, the mitigation measures will be grouped according to the potential impacts that they pertain to:

#### **Mitigation Measures for Potential Impact area #1 are as follows:**

- *Establish Environmentally Sensitive Areas (ESA)-*

Additional direct and indirect impacts to sensitive biological resources, including wetlands and jurisdictional waters throughout the project limits will be avoided or minimized by designating these features outside the construction impact area as an ESA on project plans and in project specifications. ESA provisions may include, but not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent to sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment, or casting of excavation material). ESA provisions shall be implemented as first order work and will remain in place until all construction activities are complete.

ESA fencing shall be proposed at the following locations (*see Attachment B, page 22, for station locations*):

- ESA fencing shall exclude all areas not required for access or construction activities near jurisdictional waters of the US located at Station 102+30, KP 98.59 (PM 61.26).
- ESA fencing shall exclude the jurisdictional wetland area on the south side of I-80 located between stations 99+70-100+60, KP 98.33-98.41 (PM 61.10-61.15). ESA fencing shall exclude impacts to this area from impacts due to the adjacent removal of trees for sight distance.
- ESA fencing shall exclude all areas not required for access or construction activities near the jurisdictional wetland on the north side of I-80 located at station 99+98-100+38, KP 98.33-98.38 (PM 61.10-61.13).
- If the contractor decides against grading out the noxious weed infested area then ESA fencing shall exclude the noxious weed infestation located between stations 103+80-104+50, KP 98.73-98.81 (PM 61.35-61.40). (See also *Equipment Staging in Weed Free Areas, potential impact area #2*)

- *Minimize Disturbance to Stream Channel and Adjacent Areas-*

Disturbed areas within the construction limits, including temporary or permanent access routes, will be graded to minimize surface erosion into streambeds. Any access routes will be removed after each construction season and the streambed will be re-graded back to the general angles and dimensions that existed prior to construction. Stream banks and adjacent areas that are disturbed by construction activities will be stabilized to avoid increased erosion during subsequent storm events. Bare areas will be covered with mulch and re-vegetated.

- *Containment Measures/Construction Site Best Management Practices (BMP)-*

Measures will be employed to prevent any construction material or debris from entering surface waters or their channels. BMP for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediments enters surface waters.

Construction BMP that will be implemented include, but are not limited to the following:

- RWQCB approved physical barriers adequate to prevent the flow or discharge of sediment into dry streams, lakes, or wetlands shall be constructed and maintained between working areas and jurisdictional waters of the US.
- Oily or greasy substances originating from the construction contractors operations shall not be allowed to enter or be placed where they could potentially enter a streambed, lake, or wetland.
- Asphalt concrete shall not be allowed to enter a stream, lake, or wetland.

**Mitigation Measures for Potential Impact area #2 are as follows:**

- *Weed Free Construction Equipment, Equipment Staging, and Weed Free Erosion Control Treatments-*

All off road construction equipment shall be cleaned of potential noxious weed sources (mud and vegetation) before entry to the project area is granted, as well as after entering a

potentially infested area and before moving on to another. Equipment shall be considered free of soil, seeds, and other such debris when a visual inspection does not disclose such material. Equipment washing stations shall be placed in areas that afford easy containment and monitoring outside of the project area, and that do not drain into the forest or other sensitive areas.

To avoid spreading known weed infestations into other areas of the project, the known noxious weed site within the project area shall be isolated and indicated on the project plans, and in the field with the use of temporary orange fencing. The staging of equipment within this isolated area shall be restricted. The noxious weed (Spotted knapweed) infested area that will be avoided on this project is on the south side of I-80 located between stations 103+80 and 104+50, KP 98.73-98.81 (PM 61.35-61.40). Staging of equipment may be allowed in this area provided that the contractor grades the topsoil to remove the noxious weeds and then replants the area with native plant species after construction is complete.

Only native plant species appropriate for the project area will be used in any erosion control or re-vegetation seed mix. No dry farmed straw will be used, and certified weed-free straw shall be required where erosion control straw is to be used.

**Mitigation Measures for Potential Impact area #3 are as follows:**

- *Restrict Timing of In-Stream Activities-*

To avoid potential impacts to fisheries, wildlife resources, and water quality no work will be performed within surface water drainages within the project area until flows have ceased and the streambed is dry. It is predicted that in most years, the seasonal dry period of these drainages occurs between July 15<sup>th</sup> and October 15<sup>th</sup>. However, work within these drainages will be subject to stream conditions and permit restrictions.

- *Restore Riparian and Stream Habitat Disturbed by Construction-*

Upon completion of construction of the chain off area, the stream banks will be permanently stabilized and the riparian areas will be re-planted with appropriate native species. Tree and shrub species that will be used for the restoration will include willow, alder, and cottonwood.

- *Restrict Timing of Woody Vegetation Removal-*

It is recommended that any woody vegetation (trees and shrubs) removed to construct the chain off area be completed between September 1<sup>st</sup> and February 28<sup>th</sup>. This time is considered to be outside of the predicted nesting season for migratory birds, and during the predicted winter migration period for bat species in this area. If woody vegetation is scheduled for removal during the nesting season of protected migratory birds (from March 1<sup>st</sup> to August 30<sup>th</sup>) a focused survey for active nests shall be conducted by a qualified biologist 30 days prior to the beginning of construction activities. If active nests are found, Caltrans shall consult with the USFWS regarding appropriate action to comply with the Migratory Bird Treaty Act and with CDFG to comply with provisions of the Fish and Game Code. If a lapse in project related work of 30 days or longer occurs another survey and/or consultation with USFWS and CDFG will be required before work can be reinitiated.

## **Water Quality/ Hydrology (Section VIII d)**

Field investigations conducted by a Caltrans Water Quality Specialist determined that the proposed project would not have any significant direct, indirect, or long-term impacts on water quality or hydrology within the project area. Nevertheless the designated Caltrans contractor is required to implement Best Management Practices (BMPs) that can be found in the Storm Water Project Planning and Design Guide or in section 7-1.01 G of the Caltrans Standard Specifications handbook, to ensure there are no significant impacts such as erosion or siltation on or off the project site. Some examples of temporary sediment control BMPs that will be implemented are: silt fences; gravel bag berms; sandbag barriers; and straw bale barriers.

Furthermore, Caltrans is required to adhere to the conditions of the Caltrans Statewide National Pollution Discharge Elimination System (NPDES) Permit CAS # 000003, Order # 99-06-DWQ, issued by the State Water Resources Control Board and adhere to the compliance requirements of the NPDES General Permit CAS # 000002, Order # 99-08-DWQ. The main requirement of the Statewide NPDES permit is to submit a Storm Water Pollution Prevention Plan (SWPPP), detailed monitoring plan, and notice of construction to the Central Valley RWQCB. Lastly, since the project will be near and in Waters of the U.S., special conditions in the ACOE 404 permit, CDFG 1601 permit, and Central Valley RWQCB certification will have to be adhered to. Combined these standard measures, that Caltrans undertakes for every project, will ensure that there will be no impacts that could significantly alter the existing drainage patterns or cause substantial amounts of erosion or siltation within the project limits.

## **CUMULATIVE IMPACTS**

Cumulative impacts are those that are produced by the aggregation of individual environmental impacts resulting from a single project or from two or more projects in conjunction. Analysis of cumulative impacts is required under the California Resources Agency Guidelines, Title 14, Sections (§) 15130 and 15355. The following is an excerpt from § 15355 and explains what cumulative impacts are:

*Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA details two ways in which to evaluate cumulative impacts. One of these is to summarize growth projections in an adopted general plan or in a prior certified environmental document. The second method, that will be utilized for this IS, involves the compilation of a list of past, present, and reasonably foreseeable future projects producing related or cumulative impacts [section 15130 (b)1(A) of the CEQA Guidelines]. The cumulative impacts from past, present, and future projects considered for this analysis are listed in Table 5 on the following page.

Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time. A cumulative effect related to the aesthetics/scenic resources, biological resources, or hydrology adjacent to I-80, in combination with the other projects listed in Table 5, could be considered significant. However through the implementation of re-vegetation plans, avoidance measures, and mitigation measures like those described in the mitigation monitoring program (page 15) in this IS there will not be a cumulative negative effect on any sensitive resources.

Furthermore, the projects listed in Table 5 are essentially projects to maintain the existing Interstate facility. Actions such as rehabilitating roadway sections or drainage features have a cumulative beneficial effect by reducing the chance of roadway or drainage failures.

**Table 5. Cumulative Projects**

<b>Number</b>	<b>Project</b>	<b>Type</b>	<b>Location</b>	<b>Status/Schedule</b>
1 EA 4A700	I-80 Nyack Roadway Rehabilitation	Replace bridge, median barrier, rehabilitate vista point, and rehabilitate drainage system	I-80 in Pla. Co. from KP 86.9-90.3 (PM 54.0-56.1)	This project is still in the early planning stages and is planned for the 2007 construction year.
2 EA 3A200	I-80 Nyack to Kingvale Roadway Overlay	Portland Concrete overlay and rehabilitate onramps.	I-80 in Pla. Co. from KP 87.9-110.2 (PM 54.6-68.5)	This project is still in the early planning stages and is planned for the 2012 construction year.
3 EA 1C500	I-80/SR 20 Junction Anti-icing Agent	Add anti-icing component to over crossing structure.	I-80 in Pla. Co. at KP 95.8 (PM 59.5)	This project is in the final design stages and is expected to go into construction in the 2004 construction season.
4 EA 4A650	I-80 Culvert Rehabilitation Project.	Rehabilitate culverts in area.	I-80 in Pla. Co. from KP 90.1-111.0 (PM 56.0-69.0)	This project is still in the early planning stages and is planned for the 2007 construction year.
5 EA 4C930	I-80 Rock Fence Project	Construct a rock fence at Yuba/Emigrant Gap.	I-80 in Pla. Co. from KP 91.7-93.0 (PM 57.0-57.8)	This project is just finishing the environmental phase without a firm construction date at this time.
6 EA 4C940	I-80 Repair Bridge	Repair bridge approach and departure slabs of concrete.	I-80 in Pla. Co. at KP 109.3 (PM 67.9)	The construction of this project is just finishing up.
7 EA 2C810	I-80 Sand House Rehabilitation	Rehabilitate sand houses at various locations.	I-80 in Pla. Co. located at KP 81.6, 101.9, & 112.2 (PM 50.7, 63.3, & 69.7)	This project is just finishing the environmental phase and is planned to go into construction in 2007.
8 EA 4A240	I-80 Donner SRRA	Rehabilitate the rest area at Donner Summit.	I-80 in Nev. Co. at KP 8.9 (PM 5.5)	This project is in the final design stages and is expected to go into construction in the 2004 construction season.
9 EA 0C700	I-80 Donner Drainage Rehabilitation	Rehabilitate drainage structures in project area.	I-80 in Nev. Co. from KP 9.0-14.6 (PM 5.6-9.1)	This project is still in the early planning stages and is planned for the 2012 construction year.
10 EA 2C800	I-80 Donner Lake Interchange Sand house	Construct a sand house at the Donner Lake interchange.	I-80 in Nev. Co. at KP 14.6 (PM 9.1)	This project is in the final design stages and is expected to go into construction in the 2006 construction season.
11 EA 3C930	I-80 Eagle Lakes Chain Off Area	Construct a chain off area near the Eagle Lakes interchange.	I-80 in Nev. Co. near Pla. Co. line from KP 98.2-98.8 & 102.2 (PM 61.0-61.5 & 63.5)	This is the proposed project discussed in this IS. It is planned for the 2005 construction year.

## **MITIGATION MONITORING PROGRAM**

A letter will be sent to the Caltrans Construction Resident Engineer (RE) regarding all the design features and mitigation measures described in this document. The RE will be responsible for ensuring that all mitigation measures will be implemented throughout construction. Furthermore, a Caltrans biologist and Landscape Architect will periodically review the construction site to ensure that the mitigation measures are being properly implemented.

**Table 6. Mitigation Monitoring Plan**

<b>Mitigation Measure</b>	<b>Completion Date</b>	<b>Responsible Party</b>	<b>Monitor</b>	<b>Frequency/Action Plan</b>
Install retaining walls instead of using 1:2 or 1:4 slopes for retaining embankment material when vegetation preservation is considered critical to the preservation of scenic resources (see also page 5).	Throughout the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor, Caltrans RE, and Caltrans Landscape Architect	Caltrans RE, and Caltrans Landscape Architect	The Caltrans RE will have daily oversight of the project site and will ensure these measures are continuously implemented throughout the duration of construction.
Only smaller trees will be removed for sight distance on south side of I-80 for sight distance improvements (see also page 5).	Throughout the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor, Caltrans RE, and Caltrans Landscape Architect	Caltrans RE	The Landscape Architect will aid the RE, if necessary, in the selection criteria for tree removal by attending project meetings or field site visits.
To the greatest extent possible, all woody debris and soil removed during construction will be stockpiled for use after construction is completed (see also page 6).	Throughout the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor and Caltrans RE	Caltrans RE	The Caltrans RE will have daily oversight of the project site and will ensure these measures are continuously implemented throughout the duration of construction.
Avoid the use of concrete lined sedimentation-infiltration basins (see also page 6).	Throughout the final design phases as well as for the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor, Caltrans RE, and Caltrans Landscape Architect	Caltrans RE, and Caltrans Landscape Architect	The Landscape Architect will aid the design engineer and RE, if necessary, in the sighting or potential methods of constructing aesthetically treated SI basins by attending project meetings or field site visits.
Regrade and Restore any disturbed stream channels and the adjacent riparian areas. (see also pages 6 & 10 for biology and aesthetics).	Final phase of construction, currently estimated in fall 2005	Contractor, Caltrans RE, and Caltrans Biologist	Caltrans RE, and Caltrans Biologist	The Caltrans RE will have daily oversight of the project site. These measures will be implemented just prior to the end of construction.
Restrict timing of in stream work activities between July 15 <sup>th</sup> -October 15 <sup>th</sup> (see also page 11).	Throughout the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor and Caltrans RE	Caltrans RE	The Caltrans Biologist will brief the Caltrans RE of any potential changes that may occur in the permits required for this project that may change this timing restriction for in stream construction.

Nesting bird survey from March 1 <sup>st</sup> -August 31 <sup>st</sup> prior to the removal of vegetation (see also page 11).	Just prior to the beginning of construction, currently estimated in the spring of 2005.	Caltrans Biologist	Caltrans RE	If the beginning of construction falls between the time periods listed, the Caltrans biologist will perform this survey prior to the clearing and grubbing stage of construction.
Construction site BMPs for erosion control and other contractor operations shall be implemented at any sites requiring vegetation removal or ground breaking (see also page 10).	Throughout the duration of construction activity, currently estimated through the fall of 2005.	Contractor and Caltrans RE	Caltrans RE	The Caltrans RE will have daily oversight of the project site and will ensure that erosion control measures are continuously implemented throughout the duration of construction.
Establish ESA areas for waters of the U.S., including wetlands, and for noxious weeds (see also page 9).	Just prior to the beginning of construction, currently estimated in the spring of 2005.	Contractor, Caltrans RE, and Caltrans Biologist	Caltrans RE	The Biologist will aid the RE, if necessary, in placement of the ESA fencing by attending project meetings or field site visits.
Avoid the spread of noxious weeds to the extent practical by using weed free construction equipment, as well as staging equipment outside of weed infested areas, and by using weed free erosion control treatment (see also page 10).	Throughout the duration of construction activity, currently estimated from the spring through the fall of 2005.	Contractor and Caltrans RE	Caltrans RE	The Caltrans RE will have daily oversight of the project site. These measures will be continuously implemented throughout the duration of construction.

## Re-vegetation Plan

Replanting will be done through coordination between the Caltrans Landscape Architecture and a separate contract to an outside agency. The separate re-vegetation contract is generally an interagency agreement between the California Conservation Corps (CCC) with oversight by Caltrans. Reviews of the replanting will be carried out annually for a term of three years, until it has been determined that the vegetation that was put in place after construction has been fully established.

### *Re-vegetation Implementation Schedule:*

Permanent erosion control measures (mulch, hydro-seed, etc) will be implemented in the fall of 2005 following construction and will be a part of the original project contract. However, re-vegetation of the area with locally native plant species will be part of follow-up planting and may be conducted immediately after the fall 2005 construction or the following fall of 2006 (between September and October) by the CCC. This short planting period is proposed to ensure plants are in the ground with enough time to establish prior to the onset of winter conditions.

*Success Criteria:*

Prior to construction, vegetation composition and cover will be characterized from reference sites outside the limits of the work area. The results will serve as the success criteria or goal for the project mitigation.

First year success criteria will be achieved if the following conditions are met:

Soil surface is stabilized. No observed slope failures, soil movement or drainage erosion. The cover from hydro-seed, plantings, and/or mulch is equal to 100% of target species that were planted on site.

Second through the third year success criteria will be met if:

100% of all target species are present on site and 80% of the plants/trees are established.

*Monitoring Plan and Schedule:*

Qualitative and quantitative monitoring will be performed. Qualitative monitoring will involve visually inspecting the project for plant establishment and growth, as well as for problems such as erosion, drainage, weeds, or plant mortality. Inspections will occur at least twice during the first year following construction, with at least one visit per year during the last two years of the contract. Results will be documented on arials or project plans. Permanent photo points will be set up to document the re-vegetation effort. Quantitative monitoring will occur once each year between April and August, for a period of three years. Quantitative sampling will be performed to estimate species richness and plant cover.

*Remedial Actions:*

The contractor in charge of re-vegetation efforts will be responsible for meeting the success criteria listed above. If the success criteria are not met, an additional planting effort will be required on the part of the contractor to meet those requirements. However, prior to initiating any new planting, soil data, site preparation, planting techniques, and materials will be evaluated to ensure that the same result does not occur again.

## **LIST OF PREPARERS**

The North Region of the California Department of Transportation prepared this Draft Negative Declaration/Initial Study. The following Caltrans staff helped to prepare this document:

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Barbara Procissi, Licensed Landscape Architect. B.S. in Landscape Architecture, University of California Davis; 27 years of professional experience in landscape design/architecture. Contribution: Project Landscape Architect; Visual Impact Assessment.

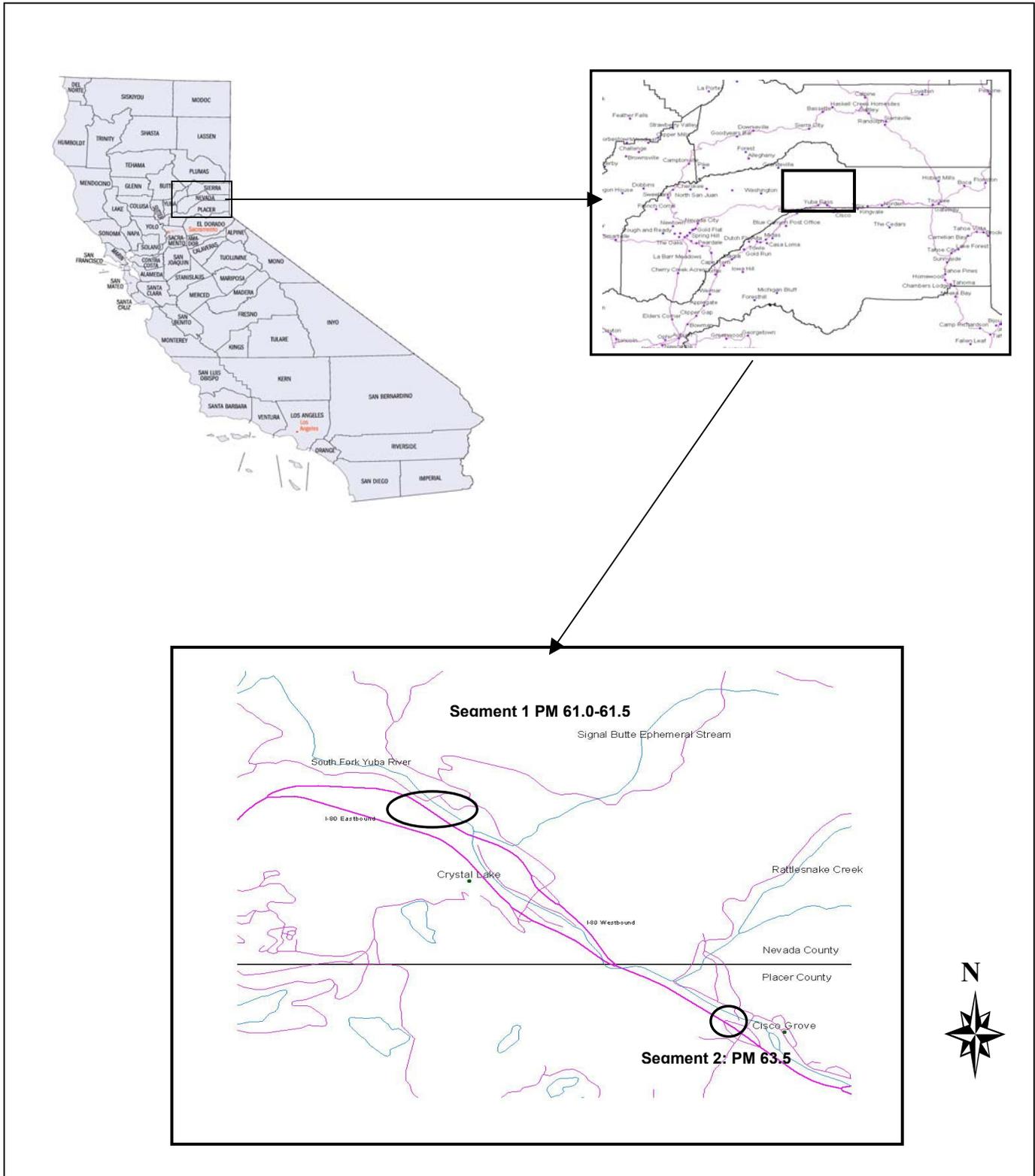
Jerry Snow, Associate Environmental Planner (Generalist). B.S. in Environmental Science, Humboldt State University; 4 years of professional experience in environmental and transportation planning. Contribution: Project Environmental Coordinator; Initial Study.

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# **Attachments**

**Attachment A.** Project regional location map showing the approximate location of the proposed chain off area on I-80 in Nevada County.



## **Attachment B.** Design Layout Mapping

The following four pages contain design mapping, also called layout sheets, for the proposed project. The project design layouts have been overlaid onto digitally rectified aerial photographs. The mapping proceeds from west to east on westbound I-80. Within the body of the preceding Initial Study there are references to station numbers denoting project features, areas to be avoided, or areas to be protected. The project station numbers can be seen on the centerline of the highway and increase from west to east. The station numbers begin at station 96+00 on the first layout sheet and end at station number 108+50 on the last layout sheet.

Please see the information and examples below in order to learn how to read the station mapping:

The distance between each station number is = 100 meters.

The distance between each of the four tick marks between station numbers is = 20 meters.

*Example: Station 97+00 = 9,700 meters from the last benchmark used during the survey for this project.*

*Example: total distance between station 97+00 and 98+00 = 100 meters*

The following is a list of abbreviated words that will be found on the layout mapping. Also see the Legend on Layout #1 on the following page for more information.

### Mapping Terms

ESL- Environmental Study Limit (boundary to which field surveys were completed)

R/W- Right-of-Way limit line

C/F or F/C- Cut and/or Fill line (line depicting where the bottom of the toe of the slope is for either a cut section or fill section of roadway)

DI- Drainage Inlet

RCP- Reinforced Concrete Pipe

AC Dike- Asphalt Concrete Dike used for roadway drainage conveyance

m-meters

mm-millimeters









**Attachment C. CEQA Environmental Checklist**

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background scientific studies performed in coordination with this project have indicated no impacts will occur. A No Impact answer in the last column reflects this determination. If there is an answer *other* than No Impact, there will be a clarifying discussion in the preceding initial study. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts.

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

**I. AESTHETICS --** Would the project:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

**III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

**IV. BIOLOGICAL RESOURCES** -- Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V. CULTURAL RESOURCES -- Would the project:**

a) Cause a substantial adverse change in the significance of a historical resource as defined in $\square$ 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to $\square$ 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI. GEOLOGY AND SOILS -- Would the project:**

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS MATERIALS --**  
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VIII. HYDROLOGY AND WATER QUALITY --** Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING -- Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES -- Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. NOISE --Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. POPULATION AND HOUSING --** Would the project:

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

**XIII. PUBLIC SERVICES --**

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

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

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

**XIV. RECREATION --**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. TRANSPORTATION/TRAFFIC --** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XVI. UTILITIES AND SERVICE SYSTEMS --**  
 Would the project:

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

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

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

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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