

**Initial Study/
Mitigated Negative Declaration**
(SCH # 2017052019)
for the

**Williams Creek Bridge at Powerhouse
Road (10C-0166) Replacement Project**

June 2017

**Mendocino County
Department of Transportation**
Mendocino County
340 Lake Mendocino Drive
Ukiah, CA 95482

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PROJECT INFORMATION

- 1. Project Title:** Williams Creek Bridge at Powerhouse Road (10C-0166) Replacement Project
- 2. Lead Agency Name and Address:** Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482
- 3. Contact Person and Phone Number:** Mr. John Cylwik, Environmental Compliance Specialist, QISP 707/234-2818
cylwikj@co.mendocino.ca.us
- 4. Project Location:** The Project is located in Mendocino County, on the Potter Valley USGS quadrangle, (Figure 1, Figure 2).

5. Description of Project:

Mendocino County Department of Transportation (MCDOT), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to replace the Williams Creek Bridge at Powerhouse Road. The project proposes replacing an existing single-lane, single-span, dual railroad flatcar with timber-deck bridge structure (41 ft. long by 23 ft. wide, dual width). The existing bridge is classified as ‘Structurally Deficient’ with a sufficiency rating of 47.6, and is eligible for replacement under the FHWA Bridge Program (HBP) administered by Caltrans.

The proposed replacement bridge will have a length of 50 ft. and a clear width of 28 ft. (two 10 ft. lanes and two 4 ft. shoulders), and it will be supported on high cantilever seat type abutments. The replacement bridge will be constructed on the same vertical and horizontal alignments as the existing bridge. The roadway approaches on both sides of the bridge will be widened to accommodate the widened bridge lanes. The abutment will utilize 24-inch cast-in-drilled-hole concrete piles (CIDH). Construction is planned for summer 2018 or later and will take approximately four to five months to complete.

6. General plan designation:

Mendocino County Assessor's Parcel Number (APN)	General Plan Land Use Designation	Zoning Designation	Williamson Act Contract Status
174-040-01	AG40 ¹	AG:40 ¹	Not Enrolled
174-040-02	AG40	AG:40	Not Enrolled
174-040-05	RMR40 ²	UR:40 ³	Not Enrolled
174-040-07	RMR40	UR:40	Not Enrolled
174-040-09	RMR40	UR:40	Not Enrolled
174-040-20	RMR40	UR:40	Not Enrolled
174-040-22	RMR40	UR:40	Not Enrolled
174-040-25	AG40	AG:40	Not Enrolled

¹ AG40 and AG:40 = Agriculture district, 40 acre minimum

² RMR402 = Remote Residential

³ UR:40 = Upland Residential district, 40 acre minimum

7. Zoning:

See table above

8. Surrounding Land Uses and Setting:

Potter Valley is a rural, pastoral closed-end valley. Development patterns throughout the valley are predominated by 5- and 10-acre lots laid out in a rectangular fashion between West Road and East Road, with many of these lots devoted to agricultural uses. Uses adjacent to the Project area includes agriculture and rural residential. The town of Potter Valley consists of a concentration of smaller lots with limited public, commercial services, and residential parcels on both sides of Main Street near the intersections of Main Street and Powerhouse Road. Rural residential parcels with agricultural (vineyards) uses characteristic of the entire valley adjoin the town proper. Other agricultural uses include fruit tree (pear) orchards and cattle grazing.

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

The Project may require permits or approvals from the following:

- Caltrans — National Environmental Policy Act (NEPA) Categorical Exclusion
- U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit
- North Coast Regional Water Quality Control Board — Section 401 Water Quality Certification for in-stream work subject to the Clean Water Act
- State Water Resources Control Board — Statewide General Permit for Discharges of Storm Water Associated with Construction Activity for construction projects with soil disturbance in excess of 1 acre.
- California Department of Fish and Wildlife — Section 1602 Lake and Streambed Alteration Agreement
- Mendocino County Board of Supervisors — Resolution adopting a Mitigated Negative Declaration pursuant to CEQA for the project.

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1. INTRODUCTION

The Mendocino County Department of Transportation (MCDOT), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to replace the Williams Creek Bridge at Powerhouse Road. The project proposes replacing an existing single-lane, single-span, dual railroad flatcar with timber-deck bridge structure (41 ft. long by 23 ft. wide, dual width). The existing bridge is classified as ‘Structurally Deficient’ with a sufficiency rating of 47.6, and is eligible for replacement under the FHWA Bridge Program (HBP) administered by Caltrans. Construction is planned for summer 2018 or later and will take approximately four to five months to complete.

Mendocino County is the local lead agency and prepared this Initial Study to consider the significance of potential project impacts pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). This Initial Study was prepared in accordance with the State CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.).

Based on the results of this Initial Study, the County has determined that the Project would have less than significant impacts on the environment with the incorporation of mitigation measures. The County may approve the Project with the certification of a Mitigated Negative Declaration (MND).

The remainder of this document is organized into the following sections:

- **Section 2, Project Description**—Provides a detailed description of the proposed Project;
- **Section 3, Initial Study Checklist and Supporting Documentation**—Provides CEQA Initial Study Resource impact checklists and supporting documentation. Identifies the thresholds of significance, evaluates potential impacts, and describes mitigation necessary to reduce impact significance;
- **Section 4, Initial Study Findings**—Provides a determination of the County’s CEQA findings;
- **Section 5, Supporting Information Sources**—Identifies the personnel responsible for the preparation of this document and provides a list of the references cited throughout the document.

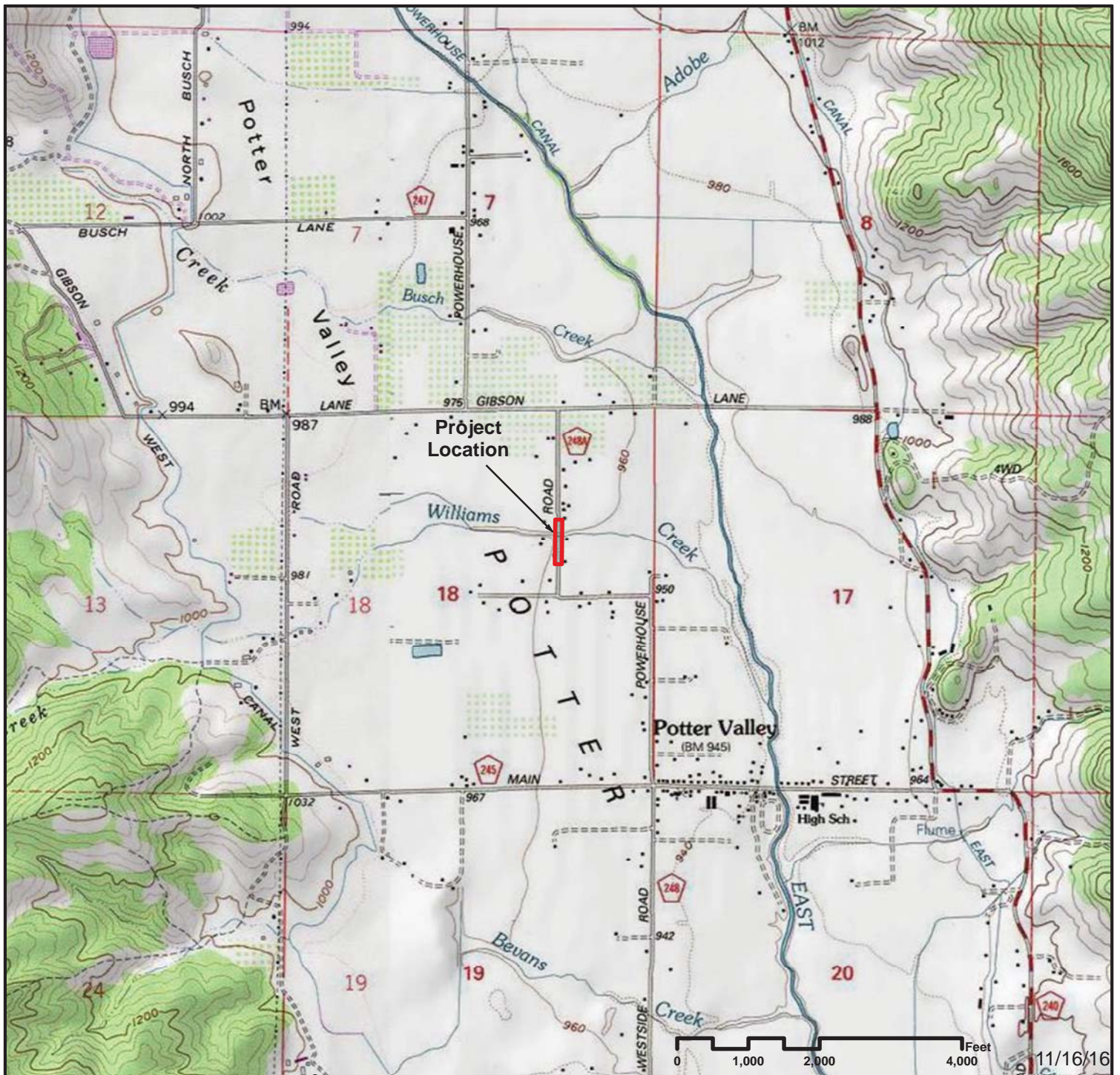
2. PROJECT DESCRIPTION

The Project replaces Bridge 10C0166 on Powerhouse Road over Williams Creek. Powerhouse Road is classified as a ‘Local’ road as per map sheet 3G44 of the Caltrans Functional Classification System and has Average Daily Traffic (ADT) of approximately 134 vehicles per day, which classifies it as a low volume road (ADT<400).

2.1. Location

The Project site is located along Powerhouse Road in unincorporated east-central Mendocino County on the Potter Valley USGS topographic quad (Section 18, T17N, R11W, MDB&M; Figure 1 and Figure 2) and is within the Russian River hydrologic unit (hydrologic unit code 18010110). Elevation in the Project area is approximately 960 ft. above sea level. The entire Project site drains to Williams Creek which drains to the East Fork of the Russian River.

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Williams Creek Bridge (10C0166)
at
Powerhouse Road
Replacement Project NES
Mendocino County, CA
November 16, 2016

 Project Area

Figure 1. Project Location Map

Plotted Scale 1 : 24,000
1 inch = 2,000 feet



Basemap:
Potter Valley, CA
USGS 7.5' Quadrangle



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Williams Creek Bridge (10C0166)
at
Powerhouse Road
Replacement Project NES
Mendocino County, CA
October 26, 2016

 Project Area



Plotted Scale 1 : 1,200
1 inch = 100 feet



Orthoimage Source & Date:
USDA NAIP; June 2014

Figure 2. Aerial Photograph

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2.2. Project Purpose and Objectives

The existing bridge structure is structurally deficient and provides insufficient freeboard to pass the 50-year flood event. The Project will replace the existing structure with a bridge that meets current design standards. Construction of a longer bridge span will reduce the channel constriction and steep channel slopes improving channel hydraulics. The new structure will conform to Caltrans freeboard standards for 50-year and 100-year flood events. Construction of a new bridge with a clear width of 28 ft will provide a safer structure for vehicle passage.

2.3. Construction Details

The proposed replacement bridge will have a length of 50 ft. and a clear width of 28 ft. (two 10 ft. lanes and two 4 ft. shoulders), and it will be supported on high cantilever seat type abutments (Figure 4). The replacement bridge will be constructed on the same vertical and horizontal alignments as the existing bridge. The roadway approaches on both sides of the bridge will be widened to accommodate the widened bridge lanes. The abutment will utilize 24-inch cast-in-drilled-hole concrete piles (CIDH) in lieu of driven piles to eliminate potential noise and vibration issues to nearby residences.

A standard Midwest Guardrail System (MGS) will be installed at the southwest corner of the new bridge. Curved MGS will be installed at the northeast and southeast corners of the new bridge to match existing driveway aprons adjacent to the bridge. At the northwest corner of the new bridge, MGS will extend from the end of the bridge barrier and follow the curvature of the existing driveway apron.

The Project Report evaluated two potential replacement structure types:

- Option 1 is a cast-in-place (CIP) prestressed concrete slab. This option is less expensive and has higher freeboard than Option 2. The structural depth of Option 1 is approximately 1.5 ft. Option 1 will require falsework. Falsework can easily span the relatively narrow Williams Creek in the BSA.
- Option 2 is a precast-prestressed (PC/PS) voided concrete slab with a composite concrete deck. The structural depth of Option 2 is approximately 2 foot 3-inches. Option 2 has a shorter construction period and does not require falsework.

Both bridge options meet the Caltrans Highway Design Manual (HDM) requirements for 50-year and 100-year flood events. Option 1 is recommended based on its lower cost and the fact the falsework can easily span the creek.

Heavy equipment will be used during construction activities and may include any combination of the following: excavator (with jack-hammer attachment), front-end loader, bulldozer, crane, dump trucks, grader, off road fork lift, service trucks and vehicles, asphalt paver, roller, generator set, signal boards, rubber tired backhoe, etc. Equipment and material staging, and equipment fueling/maintenance will be located along the roadway within the Project area.

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DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
1	MEN	CR 248A	0.90	1	2

REGISTERED ENGINEER — CIVIL

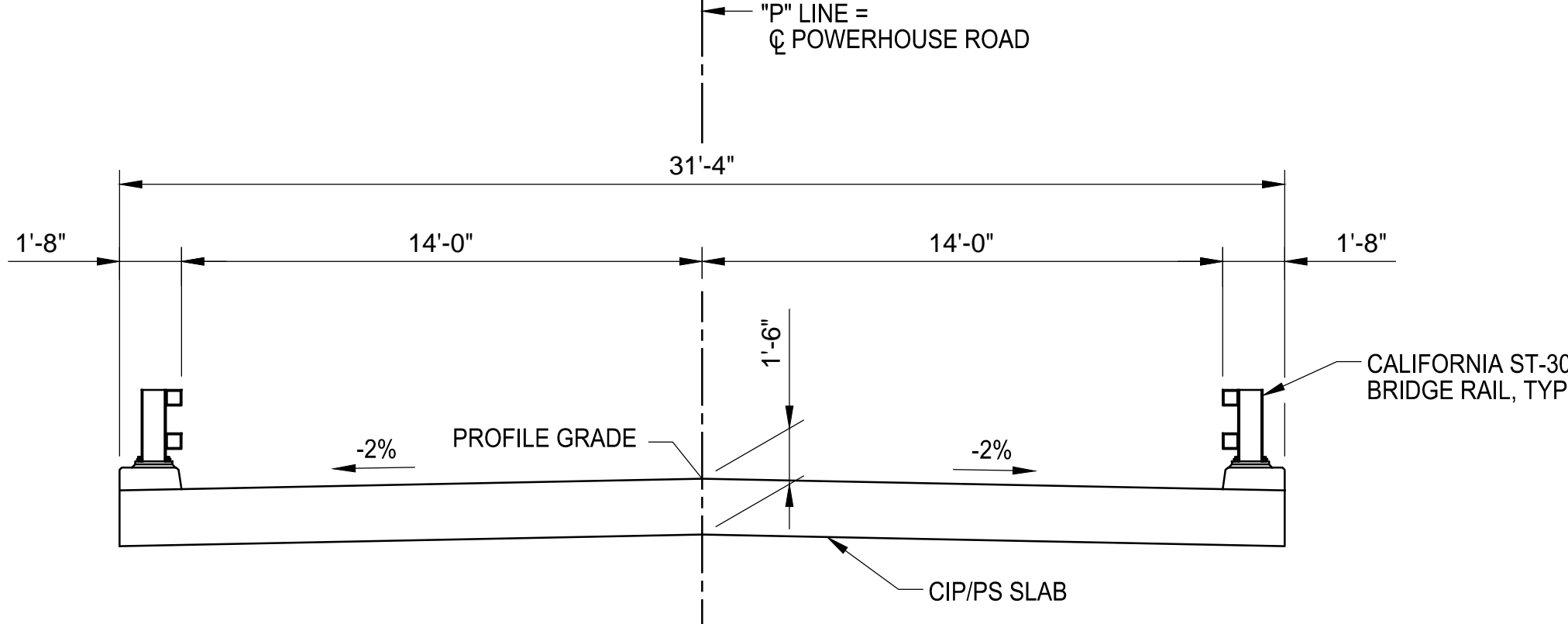
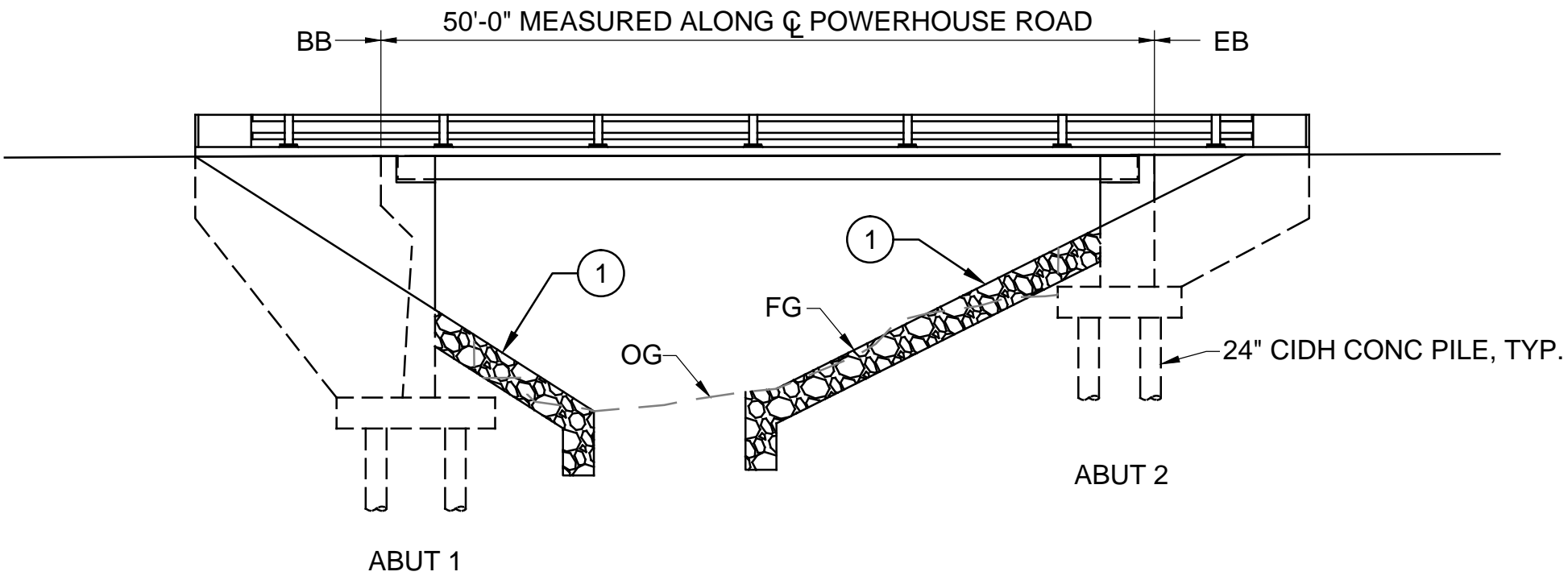
PLANS APPROVAL DATE

MGE ENGINEERING, INC.
7415 GREENHAVEN DRIVE, SUITE 100
SACRAMENTO, CALIFORNIA 95831
TEL: (916) 421-1000

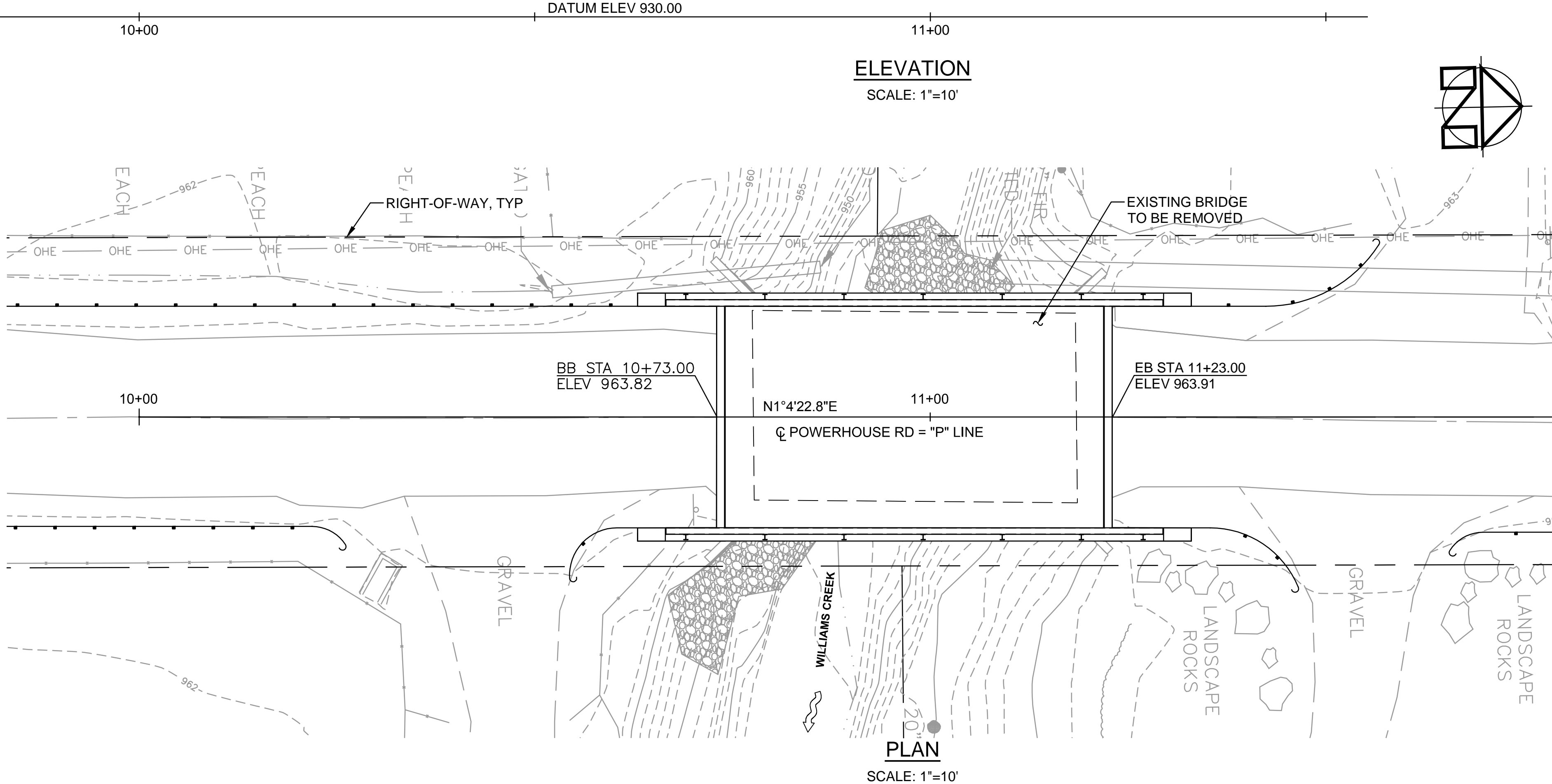
REGISTERED PROFESSIONAL ENGINEER
WESLEY M. SENNETT
NO. 82031
CIVIL
STATE OF CALIFORNIA



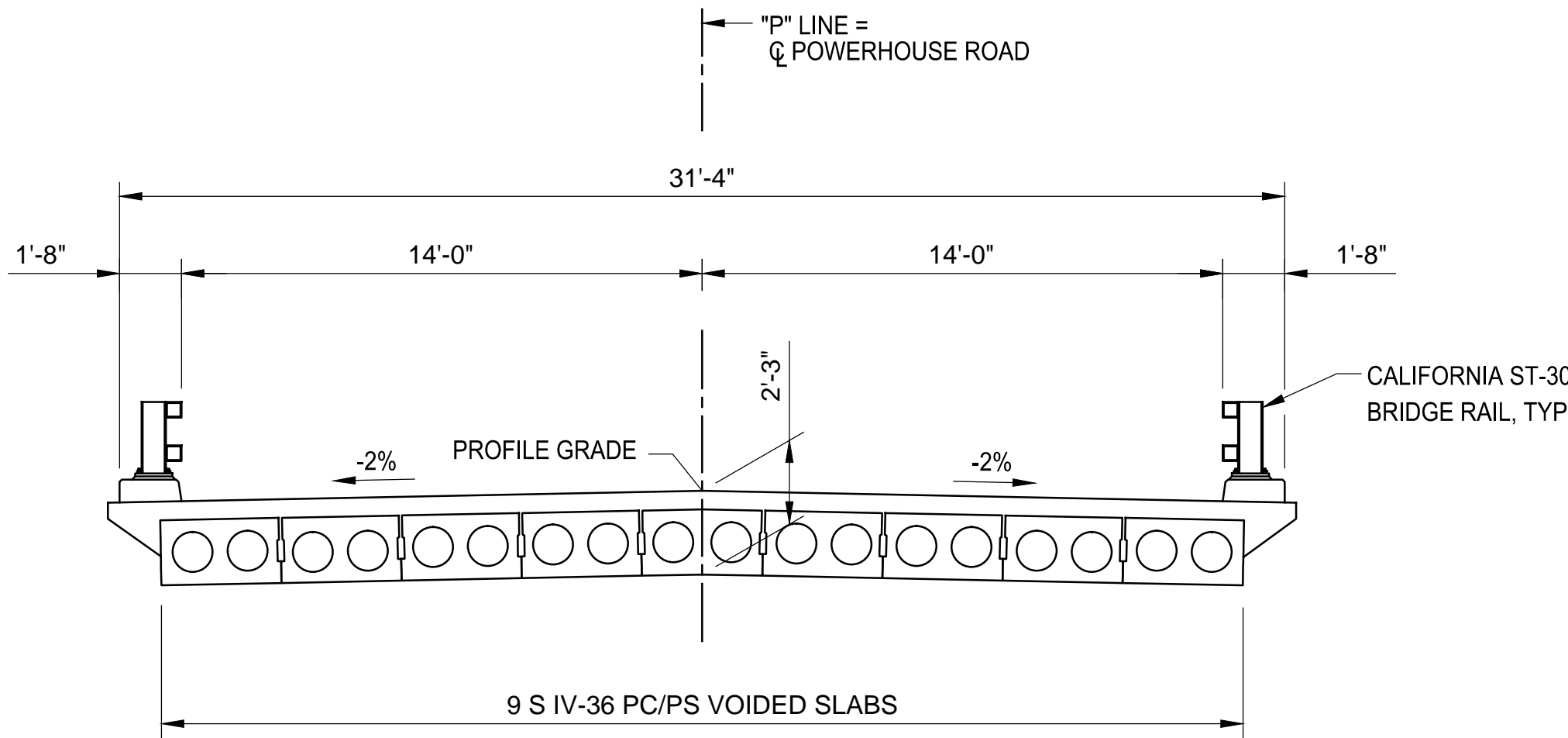
PROFILE GRADE
NO SCALE



TYPICAL SECTION - ALTERNATIVE NO. 1
SCALE: 1/4"=1'



PLAN
SCALE: 1"=10'



TYPICAL SECTION - ALTERNATIVE NO. 2
SCALE: 1/4"=1'

- NOTES:
- 1 PLACE ROCK SLOPE PROTECTION (NO.2, METHOD B).

MGE ENGINEERING, INC.
7415 GREENHAVEN DRIVE, SUITE 100
SACRAMENTO, CALIFORNIA 95831
TEL: (916) 421-1000

MENDOCINO COUNTY
DEPARTMENT OF
TRANSPORTATION

REV DESCRIPTION BY DATE

DRAWN	DATE
J. HELM	05JAN16
CHECKED	DATE
W. SENNETT	05JAN16
RECOMMENDED	DATE
R. SENNETT IV	05JAN16

BRIDGE REPLACEMENT
WILLIAMS CREEK AND POWERHOUSE ROAD
PROJECT NO. B1202
GENERAL PLAN

SHEET
1
OF
2
SHEETS

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2.4. Temporary Detour and Staging

Powerhouse Road in the Project area will be closed during construction. Three residential driveways located north and south of the bridge will be maintained to allow access during construction. Staged construction is not feasible due to the configuration of the superstructure and abutments. Additionally, there is no room for a temporary detour bridge on either side of the existing bridge without affecting the adjacent private properties. Two viable detour routes are available via Gibson Lane and Eel River Road. The detour would add approximately six (6) minutes of travel time. Construction staging areas will be located along both sides of Powerhouse Road, north and south of the existing bridge.

2.5. Right of Way

Powerhouse Road has a total right-of-way (ROW) width of 40 ft. (twenty-two (22) feet on the west side and 18 ft. on the east side, each measured from the centerline of Powerhouse Road). Temporary construction easements will be required in order to construct the driveway aprons and bridge abutments. No permanent ROW acquisition is required for the Project.

2.6. Utilities

Overhead electric and communication lines run parallel to the bridge on the west side of Powerhouse Road. At the bridge, these utility lines are approximately 6 ft. from the edge of the new bridge. These lines will need to be temporarily de-energized or relocated during the construction to facilitate safe pile installation. Utility work will be coordinated with adjacent property owners. The Project will maintain utilities to adjacent property owners during Project construction. No utilities are currently required to be carried on the new bridge.

2.7. Drainage

The new bridge deck will drain storm water off the bridge deck through scuppers in the east and west barrier railing curbs.

2.8. Bridge Demolition

The existing bridge will be dismantled prior to the construction of the new bridge. Demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the bridge demolition will be removed from the Project site and disposed of by the contractor.

To prevent any material from falling into Williams Creek, a temporary structure that spans the flowing stream will be placed in the dewatered zone beneath the superstructure. Demolition will likely involve use of a crane to remove the bridge superstructure, and excavators with demolition tips (pneumatic hammers), on the concrete portions of the substructure. The existing bridge abutments and footings will be completely removed. All bridge and abutment debris will be removed from the superstructure from atop the protective structure using a combination of heavy and handheld equipment (crane, excavator, jack hammers, shovels etc.). All debris generated by bridge demolition will be removed from and disposed of at a County approved facility.

2.9. Stream Diversion and Dewatering

Williams Creek has a perennial flow although the summer flows are only a few cubic feet per second (cfs) during the late summer months when bridge construction would occur. Construction of the new bridge may require that a temporary water diversion system be constructed, maintained, and later removed.

Prior to construction, stream flow within the Project area may be directed either into a culvert or diversion dams to allow access into the creek for bridge removal and construction of the new bridge abutments. If a culvert is used, the culvert will be positioned to allow free passage of fish through the work zone. The diversion will be erected and maintained until the old structure is removed, bank stabilization installed, and work within the channel is complete or such time that the high stream flows require disassembly and removal from the creek corridor. The temporary creek diversion system may be constructed out of gravel-filled bags and Visqueen plastic sheets, K-rails, steel sheet piles, water bladders, coffer dams, and pumps or comparable materials.

If dewatering is required, it is expected that it will only occur at the abutment locations, and will remain in place for the duration of abutment construction. It is possible that simply diverting the flow of Williams Creek, using the temporary diversion system, may not adequately dewater the Project site for removal of existing abutments. Thus, pumps may be needed to pump water from within the abutment excavations. Use of area pumps may also be necessary when removing the existing bridge abutment footings. Clean, non-turbid water would be returned to the creek channel. Turbid water will be detained in a storage basin until it has settled, at which time it will be returned to the creek channel.

Temporary diversion structures will be removed upon completion of construction activities within the creek bed. The dams will be removed beginning downstream and progressing upstream. The diversion pipes (if needed) will be removed one section at a time, allowing for all water to flow out of the culvert prior to removal from the channel. Finally, the upstream dam will be removed. All gravel bags (if used) will be removed in their entirety from the Project site, and the creekbed returned to its pre-project conditions. Portions of the creek bank impacted by the temporary work activities will be re-vegetated and erosion control materials installed. Specific revegetation methods are described in the Appendix F (Revegetation Planting and Erosion Control Specifications) of the Project Natural Environment Study (NES).

2.10. Required Permits and Approvals

Based on the environmental conditions of the Project area and the analysis of potential impacts provided in Section 3, Project implementation will require compliance with the Clean Water Act and issuance of other approvals, as listed in the table below:

Table 1. Required Permit Approvals

Approving Agency	Required Permit/Approval	Required For
<i>Federal Agencies</i>		
California Department of Transportation per Federal Highway Administration's NEPA delegation	National Environmental Policy Act (NEPA) Categorical Exclusion	Funding
U.S. Army Corps of Engineers	Section 404 Clean Water Act Nationwide Permit. (Clean Water Act, 33 USC 1341)	Discharge of dredge/fill material into "Waters of the United States," including wetlands.

Approving Agency	Required Permit/Approval	Required For
<i>State Agencies</i>		
California Department of Transportation	Project Approval/ NEPA Compliance as delegated by FHWA	Funding through the Federal Highway Bridge Program Funding Approval
State Water Resources Control Board, Regional Water Quality Control Board	General Construction Activity Storm Water Permit. Notice of Intent. (Clean Water Act Section 402; 40 CFR Part 122)	Storm water discharges associated with construction activity for greater than 1 acre of land disturbance
State Water Resources Control Board, Regional Water Quality Control Board	Water Quality Certification (Clean Water Act Section 410), if project requires Army Corps of Engineers 404 permit.	Discharge into "Waters of the U.S.," including wetlands (see Army Corps of Engineers Section 404 Permit above).
California Department of Fish and Wildlife	Streambed Alteration Agreement. (Fish and Game Code 1602)	Change in natural state of river, stream, lake (includes road or land construction across a natural streambed) which affects fish or wildlife resource.
<i>Local Agencies</i>		
Mendocino County	Project Approval/CEQA Compliance	Project implementation and funding

3. INITIAL STUDY CHECKLIST AND SUPPORTING DOCUMENTATION

3.1. Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 19 environmental categories are addressed in this section:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- 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/Traffic
- Utilities

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **“No Impact”** means that no impact to the environment would occur as a result of implementing the Project.
- **“Less than Significant Impact”** means that implementation of the Project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **“Potentially Significant Unless Mitigation is Incorporated”** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **“Potentially Significant Impact”** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

3.2. Setting, Impacts, and Mitigation Measures

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in a rural portion of Mendocino County at an elevation of approximately 960 feet above sea level. Powerhouse Road in the Project area occurs in a relatively flat residential-agricultural portion of Potter Valley. Rural residential structures occur adjacent to the Project.

Potential Environmental Effects

- a) **No Impact.** The Mendocino General Plan Resources Element does not identify any scenic vistas or roadways within or near the vicinity of the project site (PMC 2009). The replacement bridge will be visually consistent with other transportation infrastructure in the vicinity of the Project.
- b) **No Impact.** No officially designated scenic highways occur in Mendocino County (Caltrans 2017).
- c) **Less Than Significant Impact.** Construction of the project would result in physical change to the visual characteristics of the immediate Project area by replacing the existing bridge with a new bridge structure and bridge approaches. The proposed Project does not anticipate the removal of trees greater than 5 inches DBH. The replacement bridge will be visually consistent with other transportation infrastructure in the vicinity of the Project.
- d) **No Impact.** The replacement bridge would not create a new source of glare; night lighting is not proposed for the replacement bridge. Construction activities will occur during daytime hours only.

II. 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 to 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:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

farmland, to non-agricultural use, or conversion of forest land to non-forest use?

Environmental Setting

The signed Caltrans Preliminary Environment Study (PES) requests an evaluation of whether the Williams Creek Bridge at Powerhouse Road Project (Project) will impact farmlands, particularly Prime/Unique or land under a Williamson Act contract. A Farmlands Memorandum was prepared to address potential Project impacts to Farmlands and was approved by Caltrans on 21 February 2017 (Sycamore Environmental 2017). The information below is from the approved Farmlands Memorandum.

The Mendocino County Assessor's parcels occurring within the Project limits are listed in Table 2 along with their general plan land use designation, zoning designation, Williamson Act contract status, and designation per the 2014 Mendocino County Important Farmland Map.

Table 2. Assessor's Parcels Occurring within the Project Limits

Mendocino County Assessor's Parcel Number (APN)	General Plan Land Use Designation	Zoning Designation	Williamson Act Contract Status	Designation Per Mendocino County Important Farmland Map 2014 (Sheet 2 of 2)
174-040-01	AG40 ¹	AG:40 ¹	Not Enrolled	Rural Residential Land
174-040-02	AG40	AG:40	Not Enrolled	Rural Residential Land
174-040-05	RMR40 ²	UR:40 ³	Not Enrolled	Rural Residential Land
174-040-07	RMR40	UR:40	Not Enrolled	Prime Farmland
174-040-09	RMR40	UR:40	Not Enrolled	Rural Residential Land
174-040-20	RMR40	UR:40	Not Enrolled	Rural Residential Land
174-040-22	RMR40	UR:40	Not Enrolled	Prime Farmland
174-040-25	AG40	AG:40	Not Enrolled	Rural Residential Land

¹ AG40 and AG:40 = Agriculture district, 40 acre minimum

² RMR40² = Remote Residential

³ UR:40 = Upland Residential district, 40 acre minimum

APNs 174-040-07 and 174-040-22 are classified as "Prime Farmland" per the Farmland Mapping and Monitoring Program (FMMP) map for Mendocino County (California Department of Conservation, 2014). The remaining parcels in the Project area are classified as rural residential land per the 2014 Mendocino County Important Farmland Map (California Department of Conservation, 2014). None on the APN's in the Project area are currently under Williamson Act Contract (California Department of Conservation, 2010-11). No permanent right of way will be acquired for the Project and the Project will not permanently convert farmland to a different use.

The Project will require temporary construction easements (TCE's) on the APN's abutting Powerhouse Road in the Project area to facilitate construction. The TCE's would occur along both sides of Powerhouse Road in the Project limits and extend out approximately 25 ft from the edge of pavement. The TCE's will facilitate completion of guard rail installation and bridge construction and would not permanently convert farmland to a different use or otherwise effect the ability of the land to be used for farming.

Potential Environmental Effects

- a) **No Impact.** No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the Project.

- b) **No Impact.** The proposed project replaces the existing bridge on-site and is consistent with the existing zoning. The project will not require any rezoning.
- c) **No Impact.** The proposed project replaces the existing bridge on-site and is consistent with the existing zoning. The project will not require any rezoning.
- d) **No Impact.** The proposed project does not include any forest land or timber land.
- e) **No Impact.** APNs 174-040-07 and 174-040-22 are classified as 'Prime Farmland'. The remaining parcels in the Project area are classified as rural residential land. None on the APN's in the Project area are currently under Williamson Act Contract. No permanent right of way will be acquired for the Project and the Project will not permanently convert farmland to a different use. The Project will require temporary construction easements (TCE's) on the APN's abutting Powerhouse Road in the Project area to facilitate completion of guard rail installation and would not permanently convert farmland to a different use or otherwise preclude farming of the land.

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:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Project area is located in the North Coast Air Basin which consists of three air districts, the North Coast Unified Air Quality Management District (NCUAQMD), the Mendocino County Air Quality Management District, and the Northern Sonoma County Air Pollution Control District. The proposed Project occurs in the Mendocino County AQMD.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NOX) combine to form ground level ozone, or smog.

Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because

of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). The NAAQS and CAAQS attainment status of Mendocino County is presented in Table 3.

Table 3. Attainment Status for Mendocino County

Pollutant	National Designation	State Designation
8-hour Ozone	Unclassified/ Attainment	Attainment
PM ₁₀	Unclassified	Nonattainment
PM _{2.5}	Unclassified/ Attainment	Attainment
CO	Unclassified/ Attainment	Attainment
NO ₂	Unclassified/ Attainment	Attainment
SO ₂	Unclassified	Attainment
SO ₄	NA	Attainment
Lead	Unclassified/ Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

The entire North Coast Air Basin is currently designated as nonattainment for the State 24-hour PM₁₀ standard. The Mendocino Air Quality Management District (AQMD) is listed as "attainment" or "unclassified" for all the federal and state ambient air quality standards except for the state 24-hour particulate (PM₁₀) standard (ARB 2017). PM₁₀ is defined as course particulate matter measuring 10 microns or less in diameter.

The Mendocino AQMD administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following District rules apply to the Project:

- **Rule 1-400 a and b:**
 - 1-400.a: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or that endanger the comfort, repose, health or safety of any such persons or the public or that cause or have a natural tendency to cause injury or damage to business or property.
 - A person shall not construct, erect, modify, operate or use any equipment that conceals or tends to conceal an air contaminant emission that would be subject to the rules and regulations of the Mendocino County Air Quality Management District or to state law regarding air pollution, or that prevents the determination of compliance with the District's rules and regulations or with applicable state law, unless the operation or use of such equipment results in a verifiable and enforceable significant reduction in the emission of air contaminants that are or would be concealed or determination of whose compliance would be prevented. A person shall not discharge air contaminants into the atmosphere from any source whatsoever except in such fashion as to permit determination of compliance with applicable rules and regulations of the Mendocino County Air Quality Management District and with applicable provisions of state law.
- **Rule 1-410:** A person shall not discharge into the atmosphere from any source whatsoever any air contaminant for a period or periods aggregating more than three (3) minutes in any one hour that is as dark or darker in shade as that designated as No. 1 on the Ringlemann Chart, as

published by the United States Bureau of Mines; or of such opacity as to obscure an observer's view to a degree equal to or greater than Ringlemann 1 or twenty (20) percent opacity.

- **Rule 1-420:** A person shall not discharge particulate matter into the atmosphere from any combustion source in excess of 0.46 grams per standard cubic meter (0.20 grains per standard cubic foot) of exhaust gas, calculated to 12 percent carbon dioxide; or in excess of the limitations of NSPS, Rule 1-490, as applicable.
- **Rule 1-430:** This Rule prohibits the handling, transportation, or open storage of materials, or the conduct of other activities in such a manner that allows or may allow unnecessary amounts of particulate matter to become airborne
- **Rule 1-492:** National Emission Standards for Hazardous Air Pollutants (NESHAPs)

The Mendocino County AQMD administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations.

According to the Mendocino County AQMD's 'Google Earth NOA Map' map the project site is not located in an area known or likely to contain naturally occurring asbestos (AQMD 2017).

The Mendocino County AQMD has adopted the significance thresholds presented in Table 4 (AQMD 2010). The Project would not generate additional traffic on Powerhouse Road. No increase in operational emissions will result from the Project. The focus of this air quality evaluation is on potential construction impacts.

Table 4. Mendocino County Adopted Air Quality CEQA Thresholds of Significance (2 June 2010)

Criteria Pollutants and Precursors	Construction Related	Operations Related	
	Average Daily Emissions (lb/day)	Indirect Average Daily Emissions (lb/day)	Stationary Maximum Annual Emissions (tpy)
ROG	54	180	40
NO _x	54	42	40
PM ₁₀	82	82	15
PM _{2.5}	54	54	10

Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM), Version 7.1.5.1. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The RCEM divides the project into four 'Construction Periods':

- Grubbing/ Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Based on similar County road and bridge projects, the assumptions presented in Table 5 regarding type of construction equipment were used in the RCEM. Other Project assumptions used in the RCEM include a total six month construction schedule starting in 2018 or later, use of water trucks, and no daily soil import or export. Results of the RCEM based on the Project assumptions are in Table 6.

Table 5. Construction Equipment and Use Assumptions

Construction Period	Equipment	
	Quantity	Type
Grubbing/ Land Clearing	1	Excavator
	1	Bulldozer
	1	Signal Board
Grading/Excavation	1	Crane
	1	Bulldozer
	1	Excavator
	1	Grader
	1	Roller
	1	Rubber Tired Loader
	1	Scraper
	1	Signal Board
Drainage/Utilities/Sub-Grade	1	Backhoe
	1	Air Compressor
	1	Generator Set
	1	Graders
	1	Plate Compactor
	1	Pump
	1	Forklift
	1	Scraper
Paving	1	Signal Board
	1	Backhoe
	1	Paver
	1	Paving Equipment
	1	Grader
	1	Roller
	1	Signal Board
	1	Backhoe

Table 6. Estimated Construction Emissions

Project Phases	ROG lbs/day	CO lbs/day	NO _x lbs/day	PM ₁₀ lbs/day	PM _{2.5} lbs/day
Grubbing/land clearing	1.3	9.3	13.4	10.6	2.6
Grading/excavation	5.2	32.3	53.1	12.5	4.3
Drainage/utilities/sub-grade	4.4	27.1	39.4	12.2	4.1
Paving	2.4	14.4	20.8	1.2	1.1
Maximum lbs/day	5.2	32.3	53.1	12.5	4.3
Significance Threshold (Construction)	54	NA	54	82	54
Significant?	No	No	No	No	No

Notes: Data entered to emissions model: Project Start Year: 2018; Project Length (months): 4; Total Project Area (acres): 1.43; Total Soil Exported (yd³/day): 0. PM₁₀ estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM₁₀ and PM_{2.5} emissions are the sum of the respective *exhaust* and *fugitive dust* emissions totals.

Potential Environmental Effects

a) **No Impact.** A project is inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The proposed Project does not include development of new housing or employment centers, and would not induce population or employment growth.

Implementation of the proposed Project would not conflict with the County General Plan. Therefore, the proposed Project would not result in a long-term increase of regional criteria air pollutants that would conflict with or obstruct implementation of the Mendocino County AQMD air quality planning efforts or negatively affect the attainment status of the air basin.

b) **Less Than Significant Impact.** The Mendocino AQMD is listed as "attainment" or "unclassified" for all the federal and state ambient air quality standards except for the state 24-hour particulate (PM₁₀) standard (ARB 2017). Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings.

Project construction would create short-term increases in ROG, NO_x, and PM₁₀ emissions from vehicle and equipment operation. The RCEM estimates are below the County's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. The Project would not generate additional traffic on Powerhouse Road. No increase in operational emissions will result from the Project.

c) **No Impact.** See the response for items a) and b).

d) **Less Than Significant Impact.** Sensitive receptors are facilities that generally house people, such as schools, hospitals, residences, etc. Single family residences occur immediately adjacent to the Project. Project construction would create short-term increases in ROG, NO_x, and PM₁₀ emissions from vehicle and equipment operation. The RCEM estimates are below the County's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. Impacts are considered less than significant due to the limited nature of the Project and short-term construction period.

e) **Less Than Significant Impact.** Construction activities involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of

the limited number of the public affected in the rural area of the project and the short-term nature of the emissions.

IV. BIOLOGICAL RESOURCES—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated and mapped in the following Project technical reports:

- Natural Environment Study (NES, NCRM, Inc. 2017)
- Wetland Study/ Jurisdictional Delineation Report (NCRM, Inc. 2016)

The NES and Wetland Study are standard Caltrans report formats for documenting and evaluating the potential Project impacts to biological resources. The NES conclude the following regarding biological resources:

- The Project area does not provide habitat for any federally listed wildlife species and is not within any designated critical habitat.
- The Project will have no effect on federally listed species, species proposed for listing, or designated critical habitat.
- The Project will not result in take of State-listed species or species proposed for listing.
- The Project area provides suitable habitat for state species of special concern (SSC) foothill yellow-legged frog (*Rana boylei*) and western pond turtle (*Emys marmorata*). With

implementation of the avoidance and minimization measures, the proposed Project will not adversely impact these species.

- The Project area provides suitable nesting habitat for federally protected migratory bird species and state protected birds of prey; however, with the implementation of avoidance and minimization measures, the proposed Project will not impact any bird SSC, nesting birds nor birds of prey.
- The Project area does not provide habitat for federal or state listed plant species.
- The Project area provides potential habitat for nine special status plant species ranked by the California Native Plant Society (CNPS). Botanical surveys were conducted on 12 May and 3 June 2016 and did not detect any special status plant species within the Project area. The project will have no impact on special status plant species.
- Williams Creek and two potential perennial wetlands were identified within the Project area. These three features are potential waters of the U.S. in the Project area.
- Special-status natural communities in the Project area are waters, wetlands, valley oak woodland, and red willow riparian woodland.
- Invasive species present in the Project area include Himalayan blackberry (*Rubus armeniacus*) and ivy (*Hedera* sp.) which are rated as “High” by Cal-IPC (2006) in terms of their ecological impact, invasive potential, and ecological distribution.

Biological communities in the Project area and anticipated impacts are shown in Figure 4 and listed in Table 7 (NCRM Inc. 2017).

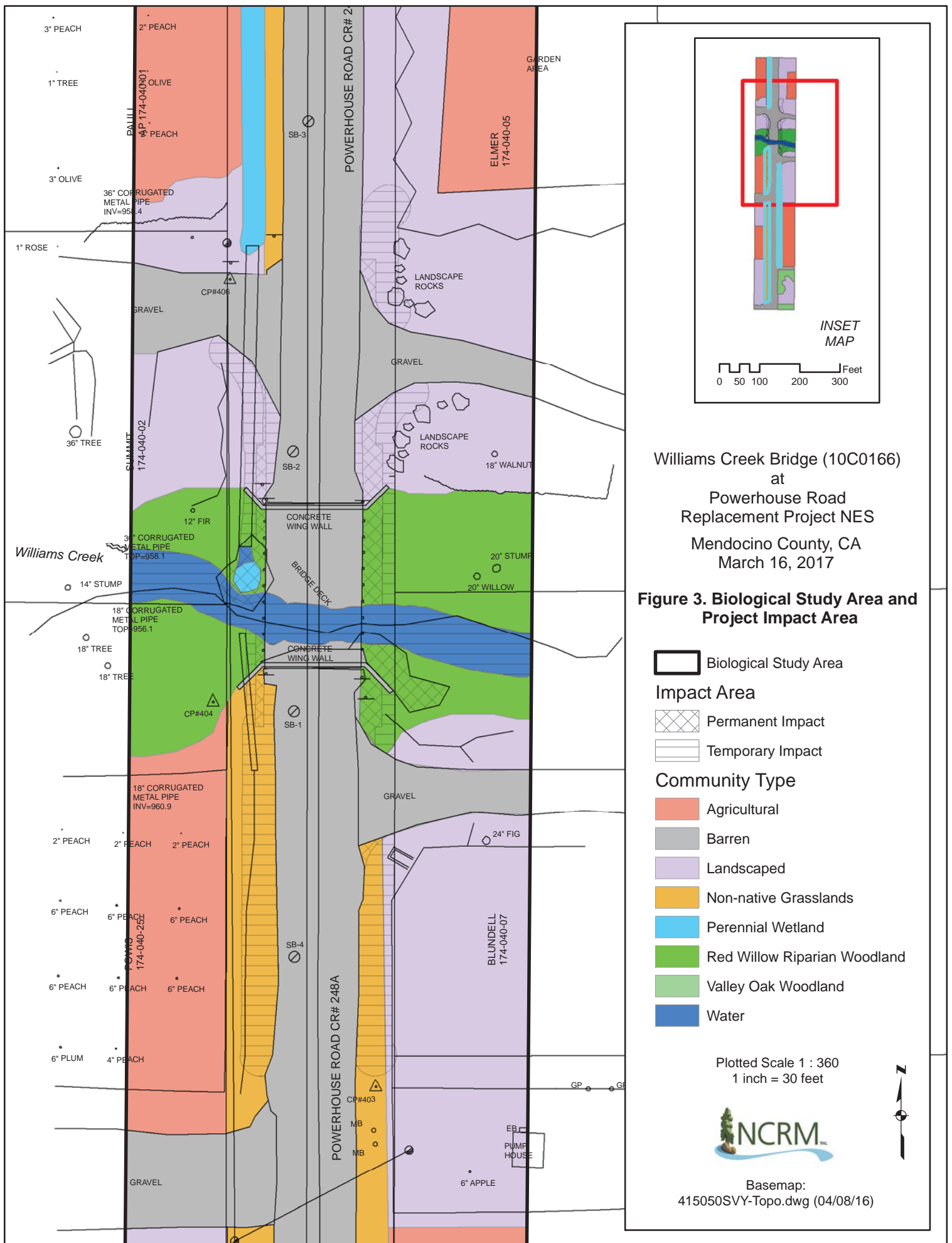
Table 7. Natural Communities and Potential Project Impacts

Natural Community (MCV Alliance¹; rarity rank) ²	Existing Acreage	Temporary Impacts (ac)	Permanent Impacts (ac)
Perennial Wetlands	0.017	0.000	0.001
Water	0.026	0.025	0.001
Valley Oak Woodland (<i>Quercus lobata</i> Forest Alliance; G3S3)	0.046	0.000	0.000
Red Willow Riparian Woodland (<i>Salix laevigata</i> Woodland Alliance; G3S3)	0.079	0.005	0.011
Landscaped	0.414	0.019	0.004
Agriculture	0.320	0.000	0.000
Non-native Grasslands	0.157	0.026	0.001
Other			
Barren	0.376	0.000	0.000
Total:	1.434	0.075	0.018

¹ Vegetation alliances are based on descriptions and classification methods in a Manual of California Vegetation (MCV) (Sawyer 2008).

² CDFW (2010) considers a community with a global rank of G1, G2, or G3 or a state rank of S1, S2, or S3 to be of concern and included in CNDDB. Aquatic communities and communities dominated by nonnatives are not ranked.

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Potential Environmental Effects

a) *Potentially Significant Impact Unless Mitigation Incorporated*

Special Status Plant Species

The Project area provides potential habitat for nine special status plant species ranked by the California Native Plant Society (CNPS). Botanical surveys were conducted on 12 May and 3 June 2016 and did not detect any special status plant species within the Project area. The project will have no impact on special status plant species.

Foothill yellow -legged frog (*Rana boylei*)

Williams Creek in the project area provides potential habitat for foothill yellow-legged frog. No foothill yellow-legged frogs were observed in the project area during the general biological survey conducted on 10 October 2015 and 3 June 2016. Implementation of measure BIO-1 will reduce potential impacts to less than significant.

Mitigation Measure BIO-1

- *Riparian vegetation will be avoided and preserved to the maximum extent practicable. The limits of construction will be marked with temporary fencing to prevent affecting Williams Creek unnecessarily. Truck traffic within riparian areas will be limited to the extent practicable and all ESA fencing will be removed at the end of the project.*
- *Construction will take place during the dry season, between May 1st and October 15th, in order to avoid excessive runoff of project created sediment.*
- *Disturbed soils will be revegetated with native vegetation in accordance with Appendix F (Revegetation Planting and Erosion Control Specifications) and Appendix G (Restoration Plan) of the Project NES.*
- *Pre-construction training for all construction personnel will be conducted by a biologist prior to the onset of project work.*
- *A biologist will conduct a preconstruction survey for foothill yellow-legged frogs (adults, tadpoles, and eggs) in the red willow riparian and Williams Creek immediately prior to and during vegetation removal and dewatering activities.*
- *If any life stage of foothill yellow-legged frogs is observed in the construction zone, construction will cease and a biologist will be notified. Construction will resume when a biologist has either relocated the foothill yellow-legged frog to nearby suitable habitat, or through inspection determined foothill yellow-legged frog has moved away from the construction zone. If a trained construction worker sees a foothill yellow-legged frog in the work area, construction will cease, the biologist will be called to monitor, and work will not resume until the foothill yellow-legged frog has left.*

Western Pond Turtle (*Emys marmorata*)

Williams Creek in the project area provides potential habitat for western pond turtle. No western pond turtles were observed in the project area during the general biological survey conducted on 10 October 2015 and 3 June 2016. Implementation of measure BIO-1 will also reduce potential impacts to less than significant for western pond turtle.

Yellow Warbler (*Setophaga petechia brewsteri*) and Purple Martin (*Progne subis*)

The Project area may provide nesting habitat for yellow warbler, especially where dense willows occur. The Project area may provide nesting habitat for purple martin. No yellow warblers or purple martins were observed in the project area during the general biological survey conducted on 10 October 2015 and 3 June 2016. Implementation of measure BIO-2 for migratory birds will also reduce potential impacts to less than significant for yellow warbler and purple martin.

Migratory Birds, Yellow Warbler, and Birds of Prey

Fish and Game Code 3503.5 protects all birds in the orders Falconiformes and Strigiformes (collectively known as birds of prey). Birds of prey include raptors, falcons, and owls. Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. The MBTA applies to construction activities and construction-related disturbance.

The Project area provides potential nesting habitat for Fish and Game Code 3503.5 protected birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). No nests were found within the Project area during general biological surveys. Implementation of measure BIO-2 for migratory birds will reduce potential impacts to less than significant.

Mitigation Measure BIO-2

- *Measures should be taken to prevent establishment of cliff swallow and black phoebe nests prior to construction. Techniques to prevent nest establishment include the following:*
 - *Visit the site weekly and remove partially completed nests using either hand tools or high pressure water until bridge demolition occurs; or*
 - *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until bridge demolition.*
- *A biologist will conduct a pre-construction nesting bird survey no more than three days prior to clearing or removal of any vegetation within the nesting season (February 1-August 15) to ensure nesting migratory birds and birds of prey are not utilizing the area within the Project boundary. If an active nest (containing eggs or flightless young) is found, an immediate “no work buffer” of 50 ft. will be placed around the nest until CDFW can be consulted or until a biologist has determined the young have fledged from the nest. No construction, personnel, or vehicles may enter the buffer at any time. Some species may require larger buffers to avoid take, the size of which will be determined by onsite operations, observations, and consultation with CDFW.*

Townsend's big-eared bat (*Corynorhinus townsendii*) and Pallid Bat (*Antrozous pallidus*)

The project area provides potential foraging and roosting habitat for the Townsend's big-eared and Pallid Bat. No bats were observed in the project area during the general biological survey conducted on 10 October 2015 and 3 June 2016. Implementation of measure BIO-3 will also reduce potential impacts to less than significant.

Mitigation Measure BIO-3

- *A biologist shall conduct a pre-construction survey prior to bridge demolition to ensure Townsend's big-eared bats are not roosting within the structure. Should bats be found in the bridge structure, consultation with CDFW will be necessary to develop species specific avoidance and minimization efforts as agencies are currently refining best avoidance practices*

for this species. It is likely that avoidance measures will include placing exclusionary netting around the bridge after bats have exited their roost at dusk as well as to place non-audible (by humans) noise devices to deter the return of bats to roost. If a maternity colony is observed seasonal restrictions within 200 ft. are likely to occur.

b) ***Potentially Significant Impact Unless Mitigation Incorporated***

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, the California Fish and Game Code, or the Clean Water Act. Sensitive habitats in the Project area include water (Williams Creek), perennial wetlands, Valley Oak Woodland, and Red Willow Riparian Woodland. Impacts to Williams Creek and perennial wetlands are discussed under question c below.

Valley Oak Woodland

A Pocket of valley oaks (*Quercus lobata*) remain on the southern portion of the site representing a natural vegetation community that would have dominated the surrounding area pre-agriculture and development. Though this occurrence of valley oak woodland habitat has a greater than 50% canopy cover of valley oak, it is not considered high quality habitat due to its small area. Within the project area, valley oak woodland is primarily made up of landscape plants from a nearby residence and oak saplings. No valley oak trees are anticipated to be affected by the Project as they are located outside the Project impact zone. The project is not anticipated to affect valley oak woodland. The final tree removal determination will be made by Mendocino County Department of Transportation. Implementation of the revegetation and planting measures contained in BIO-1 will reduce potential impacts to Valley Oak Woodland to less than significant.

Red Willow Riparian Woodland

Red willow riparian woodland is located within a narrow corridor along the banks of Williams Creek in the project area and is a sensitive natural community. Approximately 0.005 ac will be temporarily impacted and 0.011 acres of red willow riparian woodland will be and permanently impacted. Temporary and permanent impacts will result from the placing new bridge abutments, and general grading. No trees greater than 5-inches diameter at breast height (DBH) are anticipated for removal. The final tree removal determination will be made by Mendocino County Department of Transportation. Implementation of the revegetation and planting measures contained in BIO-1 will reduce potential impacts to Red willow riparian woodland to less than significant.

c) ***Potentially Significant Impact Unless Mitigation Incorporated***

Perennial Wetland

The Project has been designed to minimize impacts to the stream corridor and adjacent plant communities. If removed or replaced, rock slope protection around the existing bridge abutment on the northwest side may permanently impact approximately 0.001 ac. of perennial wetland. Implementation of the revegetation portion of BIO-1, measure BIO-4, and measure BIO-5 will reduce potential impacts to perennial wetland to less than significant.

Mitigation Measure BIO-4

- *The County will purchase mitigation credits at a Corps-approved mitigation bank or equivalent for permanent impacts to jurisdictional wetlands affected by the Project, if required. Alternatively, if authorized by the Corps, the County will contribute to a Corps-approved in-lieu fee program.*

- *Environmentally sensitive area (ESA) fencing will be placed along the margin of the drainage ditch, to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction.*

Williams Creek

Waters within the Project area include Williams Creek. The headwaters for the creek are approximately 3.5 mi. west of the Project area and it discharges into the East Fork of the Russian River approximately 0.5 mi. downstream from the Project area, which eventually flows into Lake Mendocino. Based on preliminary design, the Project will temporarily impact approximately 0.025-ac. and will permanently impact approximately 0.001-ac. of waters below the OHWM. Temporary impacts consist of stream dewatering, re-routing the creek through a culvert, and removal of the existing abutments.

Implementation of the revegetation portion of BIO-1 and measure BIO-5 will reduce potential impacts to less than significant.

Mitigation Measure BIO-5

- *Before any work commences, including clearing, grubbing, grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding sensitive habitats in the area. If new construction personnel are added to the proposed project they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates the sensitive resources (i.e. Waters of the U.S., riparian habitat, nesting birds) to be avoided during construction and lists the applicable permit conditions identified by state and federal agencies to protect these resources.*
- *Clearing to facilitate construction activities will be confined to the minimal area necessary particularly within 100-feet of aquatic habitat. Before any ground-disturbing activity occurs within the Project work limits, the County shall ensure that temporary construction barrier fencing, silt fencing, and/or flagging is installed between the work area and environmentally sensitive habitat areas (i.e., waters of the U.S. and state, special-status species habitat, active bird/raptor nests to be avoided), as appropriate.*
- *Construction personnel and construction activity shall avoid areas outside the fencing. The exact location of the fencing and/or flagging shall be determined by the resident engineer coordinating with a qualified biologist, with the goal of protecting sensitive biological habitat and water quality. The fencing/flagging shall be checked weekly and maintained until all construction is complete. No construction activity shall be allowed until this condition is satisfied. Any required barrier or sediment fencing and a note reflecting this condition shall be shown on the final construction documents.*
- *A representative of the County will make weekly monitoring visits to construction areas occurring in or adjacent to environmentally sensitive habitat areas. The representative of the County will be responsible for ensuring that the contractor maintains the fencing/flagging protecting sensitive biological resources. Additionally, the County will retain a qualified biologist on-call to assist the County and the construction crew in complying with all Project implementation restrictions and guidelines as needed.*
- *To ensure that wildlife are not trapped, tightly woven fiber netting (no monofilament netting) or similar material shall be used for erosion control or other purposes within the Project work limits. Coconut coir matting and burlap-contained fiber rolls are an example of acceptable erosion control materials.*

- *Construction will take place during the dry season, likely between May 1st and October 15th, or as specified in the CDFW Section 1602 Agreement and RWQCB Section 401 permit, in order to avoid excessive runoff of project created sediment.*
- *All temporarily disturbed areas will be returned to approximate pre-Project conditions upon completion of construction. These areas will be properly protected from mass-wasting and erosion using appropriate soil stabilization measures including, but not limited to, coir netting, hydroseeding, mulching, rocking, and revegetation. In sloped areas, additional erosion control measures would be applied including turf reinforcement mats and fiber rolls. All disturbed soils will be revegetated with native vegetation in accordance with Appendix F (Revegetation Planting and Erosion Control Specifications) and Appendix G (Restoration Plan).*
- *If dewatering is necessary, the contractor shall develop a dewatering and discharge plan describing the methods, materials, quantities, and locations of dewatering and discharge activities. All discharges from dewatering will adhere to the requirements of the General Waste Discharge Requirements/NPDES Permit for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2008-0081/NPDES Permit No. CAG995001). A NOI shall be submitted to the RWQCB for approval before dewatering may commence. A completed Notice of Termination Form shall be submitted to the RWQCB after the permitted discharge is complete.*
- *Any temporary diversion structure will be designed so that fish passage is maintained through the Project area. The diversion shall not create a barrier to fish passage. If dewatering is required, the contractor will prepare a creek dewatering plan that complies with any applicable permit conditions. Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.*
- *Mendocino County Ordinance No. 4313 (Storm Water Runoff Pollution Prevention Procedure, Mendocino County Code Chapter 16.30 et seq.) requires that, “any person performing construction and grading work anywhere in the County shall implement appropriate Best Management Practices (BMPs) to prevent the discharge of construction waste, debris or contaminants from construction materials, tools and equipment from entering the storm drainage system.” The Project will implement the appropriate BMPs in accordance with the Mendocino County Water Pollution Control Plan (WPCP) guidelines, as well as current versions of the Caltrans Stormwater Pollution Prevention Plan and the California Stormwater Quality Association (CASQA) BMP Handbook, as applicable. If disturbed area is greater than one acre, the Project will obtain coverage under Adopted Order 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-006-DWQ Construction General Permit (CGP), including preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) that identifies project-specific erosion, sediment, and stormwater BMPs to protect water quality during project construction. Applicable BMPs may include, but are not limited to, the following:*
 - *The Contractor shall cover or otherwise stabilize all exposed soil 48 hours prior to any likely precipitation events. A likely precipitation event is defined as any weather pattern forecast to have 50% or greater probability of producing precipitation in the project area.*
 - *Waste management and pollution control BMPs will be implemented for collecting, handling, storing, and disposing of wastes generated by the construction project to prevent the accidental release of pollutants during construction.*
 - *The Contractor will install silt fencing, fiber rolls, or other equivalent linear sediment control measures between the designated work area and Williams Creek, as necessary, to*

ensure that construction debris and sediment does not inadvertently enter the waterway. Storage and stockpiling of earth materials near Williams Creek will be avoided.

- *To prevent any material from falling into Williams Creek, a temporary structure that spans the flowing stream will be placed in the dewatered zone beneath the superstructure.*
- *The County will purchase mitigation credits at a Corps-approved mitigation bank or equivalent for permanent impacts to jurisdictional waters affected by the Project, if required. Alternatively, if authorized by the Corps, the County will contribute to a Corps-approved in-lieu fee program.*

d) **Less Than Significant Impact:** Construction of the project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Although construction disturbance may temporarily hinder wildlife movements within the Project area, the impact is less than significant due to its short-term nature.

e) **Less Than Significant Impact:** The Project is consistent with the goals and objectives described in the County's General Plan (PMC 2009) including measures for water quality and biological resource protection.

f) **No Impact:** Currently there are no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans that cover the Project area.

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

Environmental Setting

Alta Archaeological Consulting (ALTA) prepared an Archaeological Survey Report (ASR) for the Project (ALTA 2017). JRP Historic Consulting, LLC (JRP) prepared a Historic Property Survey Report for the Project (JRP 2017). Caltrans approved the ASR and HPSR on 21 February 2017. The ASR included a records search, literature review, an intensive pedestrian survey, and consultation with the Native American community and local preservation societies. The HPSR is a document that summarizes the results of the ASR.

The archaeological Area of Potential Effects (APE) occupies approximately 1.3 acres to encapsulate the maximum area needed for the construction of this project. Because ground-disturbing work will occur as a result of implementing the proposed Project, the proposed Project has the potential to affect historic and prehistoric cultural resources, including any historic properties within the APE, if present.

An intensive pedestrian survey was conducted of the APE on 5 April 2016. No historic or prehistoric materials were identified.

Potential Environmental Effects

a) ***No Impact.*** The ASR documents that there are no historic resources identified in the Project area. The Caltrans Historic Bridge Inventory lists Power House Road over Williams Creek Bridge (10C-0166) as Category 5, not eligible for listing on historic registers.

b) ***Potentially Significant Unless Mitigation Incorporated.*** No prehistoric cultural resources were identified in the Project area. There is the possibility of accidental archaeological discoveries during construction-related ground-disturbing activities. Implementation of CULT-1 which includes County policies and state law to protect archeological resources, will reduce potential impacts to less-than-significant.

Measure CULT-1

- *Implement State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery and within any nearby area suspected to overlie the discovery. Immediately notify all appropriate parties including the County Department of Transportation, Caltrans District 1 Local Assistance archaeologist, the Local Assistance Engineer (DLAE), and the County Coroner if human remains are found. Do not move cultural materials or take them from the job site. Do not resume work within the discovery area until authorized.*
- *Implement Public Resources Code Section 5097.9 et seq. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.9 et seq are to be followed as applicable.*
- *Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

c) ***Potentially Significant Unless Mitigation Incorporated.*** The project site is not known to be associated with any known paleontological resources or unique geologic features (PMC 2009). A query of the University of California, Museum of Paleontology (UCMP) was run to determine if any fossils are known to occur in or near Project Area. A total of 193 fossil records (90 vertebrate, 98 invertebrate, and 5 plants) occur in Mendocino County (UCMP 2017). The vast majority of the fossil records in Mendocino County are located along the coast. There are no recorded fossil locations in the Project area (UCMP 2017).

There is the possibility of unanticipated paleontological discoveries during construction-related ground-disturbing activities. Implementation of CULT-1 and CULT-2, which includes County policies and state law to protect paleontological resources, will reduce potential impacts to less-than-significant. Measure CULT-2 is consistent with County General Plan Policy DE-116 concerning mitigation measures for paleontological resources

Measure CULT-2

- *If paleontological resources are discovered during earth-moving activities, the contractor will immediately cease work in the vicinity of the find, and the County Department of Transportation*

will be notified. Do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery and within any nearby area suspected to overlie the discovery. Immediately notify all appropriate parties including the County Department of Transportation, Caltrans District 1 Local Assistance archaeologist, and the Local Assistance Engineer (DLAE). A qualified paleontologist will evaluate the resource and prepare a mitigation plan in accordance with Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey of additional construction areas, 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 will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

- d) **Potentially Significant Unless Mitigation Incorporated.** The Project ASR documents that no cemeteries or burials were observed or known within the project study area (Alta 2017). There is the possibility of unanticipated discoveries of human remains during construction-related ground-disturbing activities. The procedures identified in State Health and Safety Code Section 7050.5 will reduce potential impacts. State Health and Safety Code Section 7050.5 requires that if human remains are found no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Implementation of Public Resources Code Section 5097.5 et seq. will further reduce potential impacts. To reduce potential impacts related to accidental discoveries the County will implement measure CULT-1.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Tribal Cultural Resources:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potential Environmental Effects

- a) **Less Than Significant Impact.** No California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project have requested to be notified by Mendocino County pursuant to Assembly Bill (AB) 52.

The following Native American consultation activities were conducted in accordance with Section 106 of the National Historic Preservation Act (NHPA) as part of the Projects National Environmental Protection Act (NEPA) compliance.

The Native American Heritage Commission (NAHC) was contacted via email on November 11, 2015 to request a review of the Sacred Lands file for information on Native American cultural resources in the study area and to request a list of Native American contacts in this area. In the NAHC response dated November 23, 2015, Mrs. Kathy Sanchez (NAHC Associate Environmental Planner) indicated that no known cultural resources are present in the area. The NAHC response letter identified 12 Native American individuals/organizations that may have knowledge of cultural resources within the project area.

On February 18, 2016, consultation letters were sent by certified mail to all 12 Native American individuals listed by the NAHC. A response letter dated February 26, 2016 was received from Gregg Young, Environmental Director with the Potter Valley Tribe. Mr. Young stated that the area described

has no known archaeological or cultural sites of the Potter Valley Tribe. The tribe requested that they be contacted if any historic or archaeological materials are discovered. In addition, the tribe requested notification if pesticides will be used to treat plants in the project area.

On May 31, 2016 Archaeologist Tim Keefe, representing Caltrans as the Federal Lead Agency, sent letters to all 12 Native American individuals listed by NAHC. On October 3, 2016, Gregg Young, Environmental Director with the Potter Valley Tribe remitted a letter to Tim Keefe (Caltrans) with the same comments and concerns identified in the February 26, 2016 letter. To date, no additional response has been received from any of the other tribes or individuals consulted as part of this study. No tribal cultural resources were identified in the project area during the archaeological studies or through tribal consultations.

VII. GEOLOGY AND SOILS—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

A Draft Foundation Report dated 30 November 2015 was prepared for the Proposed Project (Taber Consultants 2015). The Draft Foundation Report provides geologic, seismic, and foundation information for use in preliminary bridge design and was used in preparation of this section.

Regional Geology: The Project is located in the Coast Ranges geomorphic province of California. The Coast Ranges are northwest trending mountain ranges and valleys. The Coast Ranges are composed of thick Mesozoic and Cenozoic sedimentary strata. The northern and southern Coast Ranges are separated by a depression containing the San Francisco Bay. The northern Coast Ranges are dominated by

irregular, knobby, landslide prone material of the Franciscan Complex. The eastern border is characterized by strike ridges and valleys in Upper Mesozoic strata that dip beneath alluvium of the Great Valley that extends to the east.

Site Geology: Published geologic mapping shows surficial materials at the site as Quaternary aged alluvium described as unconsolidated clay, silt, sand, and gravel. The Franciscan Formation is mapped in the hillsides surrounding the valley and is likely present at considerable depth below the Quaternary Alluvium. The Franciscan Formation is described as Cretaceous and Jurassic aged sandstone with smaller amount of shale, chert, limestone, and conglomerate. No evidence of significant geologic hazards (such as “large scale” landslides, faulting, volcanoes, settlement, very soft soils, severe erosion, subsidence, etc.) were observed at the project site during preparation of the Draft Foundation Report (Taber Consultants 2015).

Seismicity: Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards. Based on historical seismic activity and fault and seismic hazards mapping, Mendocino County is considered to have a relatively high potential for seismic activity.

Fault Systems: The closest active earthquake fault to the Project site is the Maacama Fault Zone, mapped as running through the eastern portion of Mendocino County, and roughly follows the route of U.S. 101 approximately 7.5 miles west of the Project site (PMC 2008).

Soils: Information on the nature of distribution of subsurface materials and conditions for the proposed bridge was obtained by means of two drilled, sampled, and logged test borings (Taber Consultants 2015). The borings were logged and earth materials field---classified by a geologist as to consistency, color, texture, and gradation on the bases of penetration resistance, and examination of samples. The following laboratory tests were completed on representative soil samples obtained from the exploratory borings:

- Moisture Content---Dry Density (ASTM D2216/D2937)
- Unconfined Compressive Strength (ASTM D2166)
- Grain Size Analysis (ASTM D2487)
- Atterberg Limits (ASTM D4318)
- Corrosivity: pH and Minimum Resistivity (CTM 643); Chloride (CTM 422); Sulfate (CTM 417)
- R---value (CTM 301)

Upper unit soils were encountered from ground surface to approximately elevation 926 to 927±. Fill material was encountered in both borings to about 5 ft (elev. 959±) and is described as sand with gravel and silt/clay overlain by 5±inches of asphalt concrete. Below the fill material is stiff to very stiff lean clay with sand, sandy silty clay, and silty clay. The materials of this unit are considered weak, susceptible to scour/erosion where exposed and are not considered suitable for support of bridge foundation elements; however, they are considered capable of providing support for light weight superposed fill loads (Taber Consultants 2015).

Lower unit soils were encountered below upper unit materials to the maximum depth of exploration (B-2 – 95.3±ft, elevation 868.6±). This unit consists of medium dense to dense gravel with clay, clayey sand with gravel, and sand with clay with approximately 10 ft thick hard clay to sandy clay layer at approximately elevation 898 to 896±. A 15 ft thick gravel layer was encountered in Boring-1 between

elev. 910 to 915. Lower unit soils are considered capable of generating support for heavy, concentrated foundation loads without distress (Taber Consultants 2015).

Potential Environmental Effects

a-i) **No Impact.** The Project is located on the Potter Valley 7.5-minute USGS Quadrangle which is not identified as a Alquist-Priolo ‘Special Study Zone’. The nearest Alquist-Priolo earthquake fault zone is along the active Maacama Fault, approximately 7.5 miles west of the Project site.

a-ii) **Less than Significant Impact.** The Project site has the potential to exhibit seismic ground shaking due to its proximity to a known active fault within 7.5 miles. The proposed bridge will be designed in accordance with the Caltrans Seismic Design Criteria (SDC) parameters as per Caltrans guidance. Incorporation of current seismic design parameters ensures that impacts resulting from strong seismic ground shaking will be less than significant.

a-iii) **Less than Significant Impact.** Liquefaction is a secondary effect associated with seismic loading. It can occur when saturated, loose to semi-compact, granular soils or specifically defined cohesive soils, are subjected to ground shaking. Given the overall lack of loose to semi-compact granular soil layers below groundwater level in the test borings, the potential for liquefaction at this site is considered low (Taber Consultants 2015).

a-iv) **Less than Significant Impact.** There is no evidence of landslides on the slopes at the Project site. Per Taber (2015) the potential for seismic slope instability of the existing creek banks is considered low; likely limited to some potential for minor bank distortion.

b) **Less than Significant Impact.** Measure BIO-5 will require implementation of best management practices (BMPs) to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff best management practices (BMPs). Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.

c-d) **Less than Significant Impact.** No overriding geologic hazards (e.g. faulting, landslides, severe erosion, subsidence, etc.) were identified in the Draft Foundation Report (Taber Consultants 2015). The site appears adequately stable and capable of providing foundation support for the proposed bridge replacement. Foundation support for the proposed bridge replacement is available within the lower unit soils. Upper unit soils appear suitable to support superposed fill for proposed roadway section but are not to be relied upon for support of structure foundation (Taber Consultants 2015).

e) **No Impact.** The proposed Project is the replacement of an existing bridge. The proposed project does not include the construction of septic tanks or wastewater disposal systems.

VIII.GREENHOUSE GAS EMISSIONS—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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



Environmental Setting

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of Powerhouse Road and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

Mendocino County is primarily rural, the amount of greenhouse gases generated by human activities (fossil fuel burning for vehicles, heating, other uses) is small in total compared to other more urban counties, and miniscule in statewide or global terms (County General Plan 2009). To date, Mendocino County has not prepared a GHG significance thresholds, reduction plan, climate action plan, or GHG policies and standards.

Potential Environmental Effects

a) ***Less than Significant Impact.*** The proposed Project does not increase the capacity of Powerhouse Road and would not increase operational GHG levels. Construction of the proposed Project would generate short-term emissions of greenhouse gases. The Sacramento Metropolitan Air Quality Management District (SMAQMD's) Road Construction Emissions Model, Version 7.1.5.1 was utilized to estimate CO₂e from construction of the proposed Project.

The Road Construction Emissions Model results indicate Project construction is estimated to produce a maximum of approximately 3,155 kg per day of CO₂e or a total for the Project of approximately 213 metric tons (MT) of CO₂e over the assumed 4 month construction period.

CO₂e emissions associated with construction are temporary. The Mendocino County AQMD has not yet quantified thresholds for construction activities. However, the construction emissions would be well below the Mendocino County AQMD operational threshold of 1,100 metric tons CO₂e per year for non-stationary projects. Project impacts are considered less than significant.

b) ***Less than Significant Impact.*** The Mendocino County AQMD has not adopted a plan, policy, or regulation for reducing GHG emissions. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions is Assembly Bill (AB) 32, which codified the State's future GHG emissions reduction targets.

The California Global Warming Solutions Act establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. The California Air Resources Board (CARB) Scoping Plan includes measures to achieve the GHG reductions in California required by the California Global Warming Solutions Act. Measures included in the Scoping Plan would indirectly address GHG emission levels associated with construction activities, including the phasing-in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a low-carbon fuel standard. Policies formulated under the mandate of the

California Global Warming Solutions Act that are applicable to construction-related activity, either directly or indirectly, are assumed to be implemented statewide and would affect the proposed project if those are policies are implemented before construction begins. The proposed Project's construction emissions would comply with any mandate or standards set forth by the Scoping Plan. Therefore, it is assumed that project construction would not conflict with the Scoping Plan.

As discussed in the Air Quality section, it is anticipated that the proposed Project would not change current operational emissions. The Project's construction related GHG emissions are well below the AQMD's operational threshold of 1,100 metric tons of CO₂e per year. Implementation of the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

IX. HAZARDS AND HAZARDOUS MATERIALS— Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mi of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 mi of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Most hazardous materials regulation and enforcement in Mendocino County is overseen by the Mendocino County Health and Human Services Agency, Environmental Health Division (MCEHD), which refers large cases of hazardous materials contamination or violations to the RWQCB and the State Department of Toxic Substance Control (DTSC). Other agencies, such as the AQMD and the Federal and State Occupational Safety and Health Administrations (OSHA), may also be involved when issues related to hazardous materials arise.

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list') was conducted as part of the Project scoping process. No listed hazardous materials or waste sites were reported within or near the project site.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- b) ***Less Than Significant Impact.*** No listed hazardous materials or waste sites were reported within or near the project site. Treatment of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.
- c) ***Less Than Significant Impact.*** The nearest schools are Potter Valley Elementary, Potter Valley Junior/ Senior High, and Potter Valley Preschool located approximately 1 mile southeast of the project site. As noted above, the Project would involve the short-term handling of hazardous materials during construction. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.
- d) ***No Impact.*** No hazardous material listed sites occur in Project area.
- e) ***No Impact.*** The Project is not located in an Airport Land Use Plan area or in the vicinity of an airport. The nearest airport to the Project area is the Willits Municipal Airport (Ells Field), approximately 16 miles northwest of the Project area.
- f) ***No Impact.*** The Project is not located in the vicinity of a private airstrip.
- g) ***Less Than Significant Impact.*** Powerhouse Road in the Project area will be closed during construction. Three residential driveways located north and south of the bridge will be maintained to allow access during construction. Staged construction is not feasible due to the configuration of the superstructure and abutments. Additionally, there is no room for a temporary detour bridge on either side of the existing bridge without affecting the adjacent private properties. Two viable detour routes are available via Gibson Lane and Eel River Road. The detour would add approximately six (6) minutes of travel time. Construction staging areas will be located along both sides of Powerhouse Road, north and south of the existing bridge. Construction contract special provisions will require that a Traffic Management Plan be prepared. The Traffic Management Plan will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The Traffic Management Plan will address the coordination issues for residential access during project construction. Implementation of the Traffic management Plan, including coordination with local law enforcement and emergency services providers, will ensure the Project would not interfere with adopted emergency evacuation plans.
- h) ***No Impact.*** The Project will not result in a new or increased exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires.

X. HYDROLOGY AND WATER QUALITY—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there 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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Environmental Setting

Williams Creek flows easterly through the eastern part of the Mendocino County and drains an approximate 5.8 square mile basin at the bridge. The proposed roadway approach work will maintain the existing alignment and profile grade, there will be no change to the handling of the roadway drainage. There are two existing corrugated metal pipe (CMP) culverts (36" & 18") that drain water from roadside ditches on the west side of the roadway into Williams Creek. The existing CMP culverts are located outside the limits of the new bridge construction and therefore can remain in place. Scuppers in the bridge barrier curbs will drain surface flows off of the bridge deck. The existing bridge and a portion of the approaches are mapped in the 100-floodplain (FEMA 2017).

The entire Russian River Hydrologic Unit (18010110), where the Project is located, is listed as a CWA Section 303(d) impaired water by the U.S. Environmental Protection Agency and subsequently requires a Total Maximum Daily Load (TMDL) for sediment and temperature. Neither TMDL has been completed to date. Main sources for sedimentation within the hydrologic unit surrounding the project area include construction, agriculture, and stream bank destabilization (RWQCB 2008). Main sources for increased

temperatures within the hydrologic unit surrounding the project area include flow regulation/modification and habitat modification (RWQCB 2008).

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** The bridge replacement will not violate water quality or waste discharge requirements. Water quality objectives will be met through adherence to construction provisions, precautions, BMPs, and water pollution control measures pursuant to Caltrans Standard Specifications and the required Section 404 Clean Water Act (CWA) permit, Section 401 Water Quality Certification, and 1602 Streambed Alteration Agreement. Coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity will be obtained if ground disturbance exceed one acre. In accordance with the provisions of the General Permit, the County will require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities. If required, the SWPP will be prepared consistent with County Ordinance No. 4313 (*Storm Water Runoff Pollution Prevention Procedure*). If the disturbance area is less than one acre the County will require the contractor to prepare a Water Pollution Control Plan (WPCP) in accordance with County Ordinance No. 4313 (*Storm Water Runoff Pollution Prevention Procedure*).
- b) ***No Impact.*** The Project would not involve any withdrawals from an aquifer or groundwater table.
- c) ***Less Than Significant Impact.*** The Project would not alter the course of Williams Creek or substantially alter drainage patterns on the project site. Williams Creek would retain its existing function and capacity at the completion of the Project. Implementation of the revegetation measures and water quality BMPs in BIO-1 and BIO-5 as well as adherence to project permit requirements will ensure long-term soil stabilization and protect water quality during construction.
- d) ***Less Than Significant Impact.*** The Project would not alter the course of Williams Creek or substantially alter drainage patterns within the Project area that would cause flooding on- or off-site. The proposed bridge will improve channel hydraulics due to the longer bridge span and resulting increased flow area. The replacement structure satisfies the requirements of the Caltrans Highway Design Manual (HDM) of 2-feet minimum freeboard for the 50-year event, and pass flows during the 100-year event.
- e) ***Less Than Significant Impact.*** The Project would not provide additional sources of runoff. The minor increase of impervious surface area resulting from construction of the bridge is not expected to contribute to a substantial increase in water runoff from the site.
- f) ***No Impact.*** No additional impacts other than those discussed above are anticipated.
- g) ***No Impact.*** The Project is a roadway improvement project, and no housing development is associated with the Project.
- h) ***Less Than Significant Impact.*** The replacement structure satisfies the requirements of the Caltrans Highway Design Manual (HDM) of 2-feet minimum freeboard for the 50-year event, and pass flows during the 100-year event. The replacement structure has minimum freeboard clearances for the 50-year and 100-year events of 2.8-feet and 2.3-feet respectively.
- i) ***No Impact.*** The Project is not within a Dam Failure Inundation Zone (PMC 2008). The Project will not expose people to higher levels of risk involving flooding.
- j) ***No Impact.*** The Project is not in an area subject to seiche, tsunami, and mudflow (PMC, 2009).

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The applicable land use plan in the Project area is the 2009 County of Mendocino General Plan. Potter Valley is a rural, pastoral closed-end valley. Development patterns throughout the valley include lots laid out in a rectangular fashion between West Road and East Road, with many of these lots devoted to agricultural uses. Uses adjacent to the Project area includes agriculture and rural residential.

Powerhouse Road has a total right-of-way (ROW) width of 40 ft. (twenty-two (22) feet on the west side and 18 ft. on the east side, each measured from the centerline of Powerhouse Road. Temporary construction easements may be required in order to construct driveway aprons and guardrail. No permeant ROW acquisition is required for the Project.

Potential Environmental Effects

- a) ***No Impact.*** The Project involves modifications to an existing roadway and bridge. The Project will not divide a community.
- b) ***No Impact.*** The Project would not conflict with any 2009 General Plan goals, policies or objectives intended to mitigate potential environmental impacts. The Project is identified in the County of Mendocino Final Budget 2010-2011, Transportation Section, under Budget Unit 3041 - Federal and State Programs.
- c) ***No Impact.*** Currently, there are no adopted HCPs, or other approved habitat conservation plans that cover the Project site.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. 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?	<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"/>

Environmental Setting

Existing mining operations do not occur in the Project vicinity. According to the Aggregate Sustainability in California Map (California Geological Survey, 2012) no aggregate mines are located in the Project area.

Potential Environmental Effects

- a) ***No Impact.*** The Project is not within or adjacent to any important mineral resource areas as identified by the State of California; therefore, the Project would not impact the availability of mineral resources that would be of value to the state.
- b) ***No Impact.*** The Project is not within or adjacent to any important mineral resource areas as identified by County of Mendocino General Plan (PMC 2008) and would not impact the availability of mineral resources that would be of value to the region.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII.NOISE—Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mi 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"/>

Environmental Setting

The 2009 County of Mendocino General Plan Development Element establishes policies and standards for noise exposures at noise sensitive land uses. Table 3-J in the Mendocino County General Plan Development Element indicates the exterior noise level standard for single-family residential uses (levels not to be exceeded more than 30 minutes in any hour) is 60 dBA from 7AM to 10 PM. Residential housing occurs adjacent to the project area.

Potential Environmental Effects

- a) ***Less Than Significant Impact.*** Construction activities such as jack hammering and grading operations could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. Once complete, the Project will not result in operational noise levels above the existing levels.

Any increases would be temporary and only occur during the daytime hours (typically 7 AM to 7 PM Monday through Saturday). Given that the Project contractor would adhere to applicable Caltrans and County construction-related noise standards, this impact is considered less than significant.

b) **Less Than Significant Impact.** Project construction includes activities such as pneumatic hammering may result in the periodic, temporary generation of groundborne vibration. The Project does not include pile driving activities. Because the Project would not expand the roadway or change the way in which it is used, an increase in groundborne vibration associated with use of the road would not change from the current condition. Given that any potential groundborne vibration levels would be expected to rapidly dissipate prior to reaching the nearest residence, and that it would be temporary and periodic, potential impacts are less than significant.

c) **No Impact.** Because the Project is not traffic-inducing or growth inducing and would not change the way in which the roadway is used, the Project would not contribute to a substantial permanent increase in the ambient noise level in the project vicinity.

d) **Less Than Significant Impact.** Construction activities such as jack hammering and grading operations would increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary and would only occur during the daytime hours (typically 7 AM to 7 PM Monday through Saturday). Given that the contractor would adhere to applicable Caltrans and County construction-related noise standards, this impact is considered less than significant.

e) **No Impact.** The Project is not located within an airport land use plan area or within two miles of a public or public use airport.

f) **No Impact.** The Project is not located within the vicinity of a private airstrip.

XIV. POPULATION AND HOUSING—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The area surrounding the Project consists of rural residential parcels designated as remote residential land use with a minimum 20-acre parcel size. The nearest residential dwelling is approximately 0.25 mile from the Project site.

Potential Environmental Effects

- a) **No Impact.** The Project will not induce population growth either directly or indirectly because the Project does not involve increasing roadway capacity or expansion of infrastructure in a populated area.
- b) **No Impact.** The Project does not involve the displacement of any housing.
- c) **No Impact.** The Project does not involve the displacement of people.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES—Would the project:				
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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Mendocino County Sheriff provides general public safety and law enforcement services. The Little Potter Valley Fire Department provides fire protection services and emergency services. The County maintains public facilities including the Project area roadways.

Potential Environmental Effects

a i-v) **No Impact.** Replacement of the Williams Creek Bridge would not increase human presence in the area. No new or physically altered governmental facilities would be needed.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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"/>

Environmental Setting

There are no recreation facilities within or adjacent to the proposed Project area.

Potential Environmental Effects

- a) ***No Impact.*** The Project would not increase the use of existing parks in the area and does not include the construction of any recreational facilities.
- b) ***No Impact.*** The Project does not include the construction of any recreational facilities and would not require the expansion of existing recreational facilities.

XVII. TRANSPORTATION/TRAFFIC—Would the project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and, relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards, and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards 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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

Powerhouse Road is classified as a local connector and has an Average Daily Traffic (ADT) of approximately 134 vehicles per day, which classifies it as a low volume road (ADT<400). The existing structure has been determined to be structurally deficient, with a sufficiency rating of 47.6 and is eligible for replacement under the Federal Highway Bridge Program (HBP) administered for FHWA by Caltrans.

Potential Environmental Effects

- a) ***Less than Significant Impact.*** Replacement of the existing Williams Creek Bridge would not change the amount of traffic on Powerhouse Road because it is not a new development or growth inducing project. The number of through lanes on Powerhouse Road will remain the same. The proposed

project is consistent with the goals and policies of the Mendocino County 2010 Regional Transportation Plan (Dow and Associates 2011).

b) ***Less than Significant Impact.*** The bridge replacement would not change the amount of traffic on Powerhouse Road.

c) ***No Impact.*** The Project would not result in a change in air traffic patterns.

d) ***No Impact.*** The construction of the replacement bridge will improve channel hydraulics by reducing the channel constriction caused by the existing bridge. The replacement structure satisfies the requirements of the Caltrans Highway Design Manual (HDM) of 2-foot minimum freeboard for the 50-year event, and pass flows during the 100-year event. The Project does not increase hazards due to a design feature.

e) ***Less Than Significant Impact.*** The proposed work to replace the Williams Creek Bridge will require the bridge to be closed during construction. There is an acceptable off-site detour available, which will add approximately six (6) minutes of travel time to either side of the bridge. The detour would use Gibson Lane and Eel River Road. Keeping the road open during construction by constructing the new bridge in stages is not feasible due to the configuration of the superstructure and abutments. Additionally, there is no room for a temporary detour bridge on either side of the existing bridge without impacting the adjacent private properties.

The project contractor would be required to prepare a Traffic Management Plan for construction activities to ensure adequate access for residents and emergency vehicles during project construction.

f) ***No Impact.*** The Project would not result in an increase in demand for parking in the vicinity of the Project.

g) ***No Impact.*** Powerhouse Road in the project area is not on a bus route and is not proposed as a bike route (Dow and Associates 2012). The proposed Project would not conflict with any adopted policies, plans, or programs supporting alternative transportation, and would be consistent with the goals and policies of the Mendocino County RTP and General Plan.

XVIII. UTILITIES AND SERVICE SYSTEMS—Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Mendocino County maintains the storm drainage facilities within the Project area. Overhead electric and communication lines run parallel to the bridge on the west side of Powerhouse Road. At the bridge, these utility lines are approximately 6 ft. from the edge of the new bridge. These lines may need to be temporarily relocated during the construction to facilitate safe pile installation. Utility work will be coordinated with adjacent property owners. The Project will maintain utilities to adjacent property owners during Project construction. No utilities are currently required to be carried on the new bridge.

The new bridge deck will drain storm water off the bridge deck through scuppers in the east and west barrier railing curbs. All debris generated by bridge demolition will be removed and disposed of at a County approved facility.

Potential Environmental Effects

- a) ***No Impact.*** The Project would not produce additional wastewater, and therefore, would not exceed the applicable wastewater treatment requirements.
- b) ***No Impact.*** The Project would not increase the demand on existing water or wastewater treatment facilities.
- c) ***No Impact.*** The proposed Project does not require the construction of new stormwater drainage facilities or expansion of existing facilities.
- d) ***No Impact.*** The Project would not require water service.
- e) ***No Impact.*** The Project would not produce wastewater.
- f) ***Less than Significant Impact.*** Solid waste generated by the Project would be limited to construction debris, including asphalt, wood timber, and concrete, generated by the excavation of existing roadway and construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state, and local regulations. The proposed Project is not likely to generate solid waste in amounts that would adversely affect the capacity of the local transfer station and, ultimately, the regional landfill. Therefore, the Project would not generate the need for new solid waste facilities.
- g) ***No Impact.*** The Project would conform to all applicable state and federal solid waste regulations.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) ***Potentially Significant Unless Mitigation Incorporated.*** Through the use of Best Management Practices and the mitigation measures noted previously, the Project will not degrade the quality of the environment.

b) ***Less than Significant Impact.*** The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects or significantly contribute to a cumulative impact.

c) ***Less than Significant Impact.*** The Project would not result in substantial direct or indirect adverse effects from noise, either during project construction or operation, nor would it result in substantial impacts to air quality, water quality or utilities and public services. Therefore the Project would not cause substantial adverse effects on human beings.

4. DETERMINATION

4.1. Environmental Factors Potentially Affected

This Initial Study has determined that in the absence of mitigation the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Population and Housing
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Hydrology and Water Quality	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> None Identified

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. 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 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

John Cylwik, Environmental Compliance Specialist, QISP

5/1/17
Date

5. REPORT PREPARATION AND REFERENCES

5.1. Report Preparation

Mendocino County Department of Transportation – CEQA Lead Agency

John Cylwik Environmental Compliance Specialist, QISP

MGE Engineering, Inc. – Preliminary Design

Robert Sennett, P.E. Project Manager

Sycamore Environmental Consultants, Inc.

Jeffery Little Principle in Charge, Vice President
Leane Dunn, M.F. Project Manager
Adam Forbes Planner

North State Resource Management, Inc. – Natural Environment Study and Biological Assessment

Estelle Clifton Botanist
Stephanie Martin Senior Wildlife Biologist
Simon Topp Wildlife Biologist
Kevin J. Britton GIS

Alta Archaeological Consulting (ASR)

Alex DeGeorgey, M.A., RPA Archeologist

JRP Historical Consulting, LLC (HPSR)

Chris McMorris, M.S., Partner Architectural Historian

5.2. References

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APPENDIX A

Mitigation Monitoring and Reporting Plan

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Mitigation Monitoring and Reporting Plan
for the
Williams Creek Bridge at Powerhouse Road
(10C-0166) Replacement Project

CEQA Lead Agency:
Mendocino County

Prepared: June 2017

Adopted by Board of Supervisors on: _____

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Introduction

Mendocino County, in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), is proposing to replace the Williams Creek Bridge at Powerhouse Road (10C-0166). The project proposes replacing an existing single-lane, single-span, dual railroad flatcar with timber-deck bridge structure (41 ft. long by 23 ft. wide, dual width). The existing bridge is classified as ‘Structurally Deficient’ with a sufficiency rating of 47.6, and is eligible for replacement under the FHWA Bridge Program (HBP) administered by Caltrans.

As described in the IS/MND, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. Mendocino County Department of Transportation (DOT), as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The Mendocino County DOT will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt mitigation monitoring or reporting plans when they approve projects under a MND. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of Project approval.

Format of This Plan

Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure. Implementation of mitigation measures is ultimately the responsibility of the County; during construction, the delegated responsibility is shared by the County’s contractors.

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Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Method of Verification	Timing of Verification	Responsible Party for Verification	Verification of Completion	
						Date	Initial
Biological Resources	BIO-1	<p>Foothill yellow -legged frog (<i>Rana boylei</i>)</p> <ul style="list-style-type: none"> Riparian vegetation will be avoided and preserved to the maximum extent practicable. The limits of construction will be marked with temporary fencing to prevent affecting Williams Creek unnecessarily. Truck traffic within riparian areas will be limited to the extent practicable and all ESA fencing will be removed at the end of the project. Construction will take place during the dry season, between May 1st and October 15th, in order to avoid excessive runoff of project created sediment. Disturbed soils will be revegetated with native vegetation in accordance with Appendix F (Revegetation Planting and Erosion Control Specifications) and Appendix G (Restoration Plan) of the Project NES. Pre-construction training for all construction personnel will be conducted by a biologist prior to the onset of project work. A biologist will conduct a preconstruction survey for foothill yellow-legged frogs (adults, tadpoles, and eggs) in the red willow riparian and Williams Creek immediately prior to and during vegetation removal and dewatering activities. If any life stage of foothill yellow-legged frogs is observed in the construction zone, construction will cease and a biologist will be notified. Construction will resume when a biologist has either relocated the foothill yellow-legged frog to nearby suitable habitat, or through inspection determined foothill yellow-legged frog has moved away from the construction zone. If a trained construction worker sees a foothill yellow-legged frog in the work area, construction will cease, the biologist will be called to monitor, and work will not resume until the foothill yellow-legged frog has left. 	Mendocino County Department of Transportation to verify construction plans include conditions in the General Notes and/or Grading Plan. Qualified biologist to conduct survey and training.	Prior to and during construction	Mendocino County		
Biological Resources	BIO-2	<p>Migratory Birds and Birds of Prey</p> <ul style="list-style-type: none"> Measures should be taken to prevent establishment of cliff swallow and black phoebe nests prior to construction. Techniques to prevent nest establishment include the following: <ul style="list-style-type: none"> Visit the site weekly and remove partially completed nests using either hand tools or high pressure water until bridge demolition occurs; or 	Qualified biologist to conduct survey.	Prior to and during construction	Mendocino County		

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		<ul style="list-style-type: none"> ○ Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until bridge demolition. • A biologist will conduct a pre-construction nesting bird survey no more than three days prior to clearing or removal of any vegetation within the nesting season (February 1-August 15) to ensure nesting migratory birds and birds of prey are not utilizing the area within the Project boundary. If an active nest (containing eggs or flightless young) is found, an immediate “no work buffer” of 50 ft. will be placed around the nest until CDFW can be consulted or until a biologist has determined the young have fledged from the nest. No construction, personnel, or vehicles may enter the buffer at any time. Some species may require larger buffers to avoid take, the size of which will be determined by onsite operations, observations, and consultation with CDFW. 					
Biological Resources	BIO-3	<p>Townsend's big-eared bat (<i>Corynorhinus townsendii</i>) and Pallid Bat (<i>Antrozous pallidus</i>)</p> <ul style="list-style-type: none"> • A biologist shall conduct a pre-construction survey prior to bridge demolition to ensure Townsend's big-eared bats or Pallid Bats are not roosting within the structure. Should bats be found in the bridge structure, consultation with CDFW will be necessary to develop species specific avoidance and minimization efforts as agencies are currently refining best avoidance practices for this species. It is likely that avoidance measures will include placing exclusionary netting around the bridge after bats have exited their roost at dusk as well as to place non-audible (by humans) noise devices to deter the return of bats to roost. If a maternity colony is observed seasonal restrictions within 200 ft. are likely to occur. 	Qualified biologist to conduct survey.	Prior to construction	Mendocino County		
Biological Resources	BIO-4	<p>Perennial Wetland</p> <ul style="list-style-type: none"> • The County will purchase mitigation credits at a Corps-approved mitigation bank or equivalent for permanent impacts to jurisdictional wetlands affected by the Project, if required. Alternatively, if authorized by the Corps, the County will contribute to a Corps-approved in-lieu fee program. • Environmentally sensitive area (ESA) fencing will be placed along the margin of the drainage ditch, to prevent encroachment by construction equipment and personnel. The ESA fencing will be in place prior to commencement of construction. 	Mendocino County Department of Transportation to verify construction plans include conditions in the General Notes and/or Grading Plan.	Prior to construction	Mendocino County		

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Biological Resources	BIO-5	<p>Williams Creek</p> <ul style="list-style-type: none"> Before any work commences, including clearing, grubbing, grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding sensitive habitats in the area. If new construction personnel are added to the proposed project they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates the sensitive resources (i.e. Waters of the U.S., riparian habitat, nesting birds) to be avoided during construction and lists the applicable permit conditions identified by state and federal agencies to protect these resources. Clearing to facilitate construction activities will be confined to the minimal area necessary particularly within 100-feet of aquatic habitat. Before any ground-disturbing activity occurs within the Project work limits, the County shall ensure that temporary construction barrier fencing, silt fencing, and/or flagging is installed between the work area and environmentally sensitive habitat areas (i.e., waters of the U.S. and state, special-status species habitat, active bird/raptor nests to be avoided), as appropriate. Construction personnel and construction activity shall avoid areas outside the fencing. The exact location of the fencing and/or flagging shall be determined by the resident engineer coordinating with a qualified biologist, with the goal of protecting sensitive biological habitat and water quality. The fencing/flagging shall be checked weekly and maintained until all construction is complete. No construction activity shall be allowed until this condition is satisfied. Any required barrier or sediment fencing and a note reflecting this condition shall be shown on the final construction documents. A representative of the County will make weekly monitoring visits to construction areas occurring in or adjacent to environmentally sensitive habitat areas. The representative of the County will be responsible for ensuring that the contractor maintains the fencing/flagging protecting sensitive biological resources. Additionally, the County will retain a qualified biologist on-call to assist the County and the construction crew in complying with all Project implementation restrictions and guidelines as needed. 	Mendocino County Department of Transportation to verify construction plans include conditions in the General Notes and/or Grading Plan.	Prior to and during construction	Mendocino County		

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Method of Verification	Timing of Verification	Responsible Party for Verification	Verification of Completion	
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		<ul style="list-style-type: none"> To ensure that wildlife are not trapped, tightly woven fiber netting (no monofilament netting) or similar material shall be used for erosion control or other purposes within the Project work limits. Coconut coir matting and burlap-contained fiber rolls are an example of acceptable erosion control materials. Construction will take place during the dry season, likely between May 1st and October 15th, or as specified in the CDFW Section 1602 Agreement and RWQCB Section 401 permit, in order to avoid excessive runoff of project created sediment. All temporarily disturbed areas will be returned to approximate pre-Project conditions upon completion of construction. These areas will be properly protected from mass-wasting and erosion using appropriate soil stabilization measures including, but not limited to, coir netting, hydroseeding, mulching, rocking, and revegetation. In sloped areas, additional erosion control measures would be applied including turf reinforcement mats and fiber rolls. All disturbed soils will be revegetated with native vegetation in accordance with Appendix F (Revegetation Planting and Erosion Control Specifications) and Appendix G (Restoration Plan). If dewatering is necessary, the contractor shall develop a dewatering and discharge plan describing the methods, materials, quantities, and locations of dewatering and discharge activities. All discharges from dewatering will adhere to the requirements of the General Waste Discharge Requirements/NPDES Permit for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2008-0081/NPDES Permit No. CAG995001). A NOI shall be submitted to the RWQCB for approval before dewatering may commence. A completed Notice of Termination Form shall be submitted to the RWQCB after the permitted discharge is complete. Any temporary diversion structure will be designed so that fish passage is maintained through the Project area. The diversion shall not create a barrier to fish passage. If dewatering is required, the contractor will prepare a creek dewatering plan that complies with any applicable permit conditions. Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate. 					

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Method of Verification	Timing of Verification	Responsible Party for Verification	Verification of Completion	
						Date	Initial
		<ul style="list-style-type: none"> Mendocino County Ordinance No. 4313 (Storm Water Runoff Pollution Prevention Procedure, Mendocino County Code Chapter 16.30 et seq.) requires that, “any person performing construction and grading work anywhere in the County shall implement appropriate Best Management Practices (BMPs) to prevent the discharge of construction waste, debris or contaminants from construction materials, tools and equipment from entering the storm drainage system.” The Project will implement the appropriate BMPs in accordance with the Mendocino County Water Pollution Control Plan (WPCP) guidelines, as well as current versions of the Caltrans Stormwater Pollution Prevention Plan and the California Stormwater Quality Association (CASQA) BMP Handbook, as applicable. If disturbed area is greater than one acre, the Project will obtain coverage under Adopted Order 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-006-DWQ Construction General Permit (CGP), including preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) that identifies project-specific erosion, sediment, and stormwater BMPs to protect water quality during project construction. Applicable BMPs may include, but are not limited to, the following: <ul style="list-style-type: none"> The Contractor shall cover or otherwise stabilize all exposed soil 48 hours prior to any likely precipitation events. A likely precipitation event is defined as any weather pattern forecast to have 50% or greater probability of producing precipitation in the project area. Waste management and pollution control BMPs will be implemented for collecting, handling, storing, and disposing of wastes generated by the construction project to prevent the accidental release of pollutants during construction. The Contractor will install silt fencing, fiber rolls, or other equivalent linear sediment control measures between the designated work area and Williams Creek, as necessary, to ensure that construction debris and sediment does not inadvertently enter the waterway. Storage and stockpiling of earth materials near Williams Creek will be avoided. 					

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Method of Verification	Timing of Verification	Responsible Party for Verification	Verification of Completion	
						Date	Initial
		<ul style="list-style-type: none"> ○ To prevent any material from falling into Williams Creek, a temporary structure that spans the flowing stream will be placed in the dewatered zone beneath the superstructure. • The County will purchase mitigation credits at a Corps-approved mitigation bank or equivalent for permanent impacts to jurisdictional waters affected by the Project, if required. Alternatively, if authorized by the Corps, the County will contribute to a Corps-approved in-lieu fee program. 					
Cultural Resources	CULT-1	<ul style="list-style-type: none"> • Implement State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery and within any nearby area suspected to overlie the discovery. Immediately notify all appropriate parties including the County Department of Department of Transportation, Caltrans District 1 Local Assistance archaeologist, the Local Assistance Engineer (DLAE), and the County Coroner if human remains are found. Do not move cultural materials or take them from the job site. Do not resume work within the discovery area until authorized. • Implement Public Resources Code Section 5097.9 et seq. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.9 et seq are to be followed as applicable. • Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. 	Mendocino County Department of Transportation to verify construction plans include conditions in the General Notes and/or Grading Plan. Site inspection (if historic or archaeological resources are discovered)	During construction	Mendocino County		
Cultural Resources	CULT-2	Measure CULT-2	Mendocino County Department of	During construction	Mendocino County		

Environmental Factor	Mitigation Measure #	Environmental Protection Measures	Method of Verification	Timing of Verification	Responsible Party for Verification	Verification of Completion	
						Date	Initial
		<ul style="list-style-type: none"> If paleontological resources are discovered during earth-moving activities, the contractor will immediately cease work in the vicinity of the find, and the County Department of Transportation will be notified. Do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery and within any nearby area suspected to overlie the discovery. Immediately notify all appropriate parties including the County Department of Department of Transportation, Caltrans District 1 Local Assistance archaeologist, and the Local Assistance Engineer (DLAE). A qualified paleontologist will evaluate the resource and prepare a mitigation plan in accordance with Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey of additional construction areas, 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 will be implemented before construction activities can resume at the site where the paleontological resources were discovered. 	Transportation to verify construction plans include conditions in the General Notes and/or Grading Plan. Site inspection (if paleontological resources are discovered)				

APPENDIX B

Comments and Responses

Comments and Responses

Williams Creek Bridge at Powerhouse Road (10C-0166) Replacement Project

Section 1. List of Comment Letters Received

No comment letters were received during the 30 day public review period that started 5 May and ended 5 June 2017. The State Clearing House letter is included on the following pages.

RECEIVED

JUN 08 2017



MENDOCINO COUNTY
TRANSPORTATION

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

June 6, 2017



KEN ALEX
DIRECTOR

John Cylwik
Mendocino County
340 Lake Mendocino Dr
Ukiah, CA 95482

Subject: Williams Creek Bridge at Powerhouse Road (10C-0166) Replacement Project
SCH#: 2017052019

Dear John Cylwik:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on June 5, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017052019
Project Title Williams Creek Bridge at Powerhouse Road (10C-0166) Replacement Project
Lead Agency Mendocino County

Type MND Mitigated Negative Declaration
Description Mendocino County, in conjunction with the Caltrans, and the Federal Hwy Administration, is proposing to replace the Williams Creek Bridge at Powerhouse Road (10C-0166). The project proposes replacing an existing single-lane, single-span, dual railroad flatcar with timber-deck bridge structure (41 ft. long by 23 ft. wide, dual width). The existing bridge is classified as structurally deficient with a sufficiency rating of 47.6, and is eligible for replacement under the FHWA Bridge Program administered by Caltrans. The new structure will conform to Caltrans freeboard standards for 50- and 100-year flood events. The new bridge, with a clear width of 28 ft, will provide a safer structure for vehicles. Construction is planned for 2018 or later and will take approx four to five months to complete.

Lead Agency Contact

Name John Cylwik
Agency Mendocino County
Phone 707-234-2818 **Fax**
email
Address 340 Lake Mendocino Dr
City Ukiah **State** CA **Zip** 95482

Project Location

County Mendocino
City
Region
Lat / Long 39° 19' 54.6" N / 123° 7' 3.96" W
Cross Streets Powerhouse Rd, Gibson Lane
Parcel No.
Township 17N **Range** 11W **Section** 18 **Base** MDBM

Proximity to:

Highways
Airports
Railways
Waterways Williams Ck, Bevans Ck, E. Fk., Russian River, Bush Ck
Schools Potter Valley ES/PS
Land Use various

Project Issues Archaeologic-Historic; Biological Resources

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

Date Received 05/05/2017 **Start of Review** 05/05/2017 **End of Review** 06/05/2017
