Yankee Jims Bridge Replacement Project



PLACER COUNTY, CALIFORNIA
CALTRANS DISTRICT 3
FEDERAL PROJECT #BRLO-5919(099)

Draft Environmental Impact Report

November 2023

COUNTY OF Placer

THIS PAGE LEFT BLANK INTENTION

SUMMARY

BACKGROUND

Yankee Jims Road is a rural, narrow dirt road that travels approximately 12 miles from Colfax down into the canyon crossing the North Fork American River over the Yankee Jims Bridge and continues up to Foresthill. The road is used to access each of the above-mentioned communities and serves as an evacuation route during emergencies. The current Yankee Jims Bridge is a one lane facility and is insufficient for emergency vehicles to cross due to a 3-ton capacity limit. The lack of bridge capacity was an issue during the 2012 Robbers Fire that burned 2,650 acres just east of the Yankee Jims Bridge. Fire vehicles deployed from Colfax were not able to cross the Yankee Jims Bridge to access the active burn area, ultimately delaying the emergency response time. A new two-lane bridge is proposed downstream of the existing bridge to accommodate capacity for emergency vehicles. The existing Yankee Jims Bridge is historic and eligible for the National Register of Historic Places and would be kept in place.

ENVIRONMENTAL SETTING

The Project is located on Yankee Jims Road between Colfax and Foresthill where the road crosses the North Fork American River in the Auburn State Recreation Area in Placer County, California (see Figures 1 through 3). The landscape is characterized by the steep canyon cut by the North Fork American River dominated by mixed conifer and foothill woodland habitat. The vegetation is denser on the northeast side of the bridge between the road and Shirttail Creek. A clearing exists from the west approach of the bridge where the road and bridge are at similar elevations, east of the bridge the roadway curves and begins to gain in elevation. The land use within the Project area is Greenbelt/Open Space and Rural Residential as defined by Placer County's General Plan, however, there are no residential units in close proximity or within viewing distance of the existing or proposed bridge.

AREAS OF KNOWN CONTROVERSY

CEQA Guidelines Section 15123(b) requires the areas of known controversy be stated within the summary section of an Environmental Impact Report (EIR). Areas of known controversy related to the Project raised by the public or agencies include the availability of an evacuation route, access for emergency vehicles, maintained access to the North Fork American River for recreational use, parking areas for recreational access, impacts to the historic bridge, impacts to federal and state listed species, and visual effects of the proposed new bridge structure on the surrounding natural environment.

The construction of a new bridge, including two-lanes and increased weight capacity, would alleviate a majority of the controversy related to evacuation routes and emergency vehicle access. Potential impacts and access to recreational resources and the impacts on the visual environment are discussed within this EIR. In addition, temporary and permanent impacts to natural biological resources are anticipated, as well as impacts to cultural resources. Placer County, as the California Environmental Quality Act lead agency,

has initiated communication with the public and agencies to inform them of the Project details, status, and anticipated timeline.

Environmental Impacts and Mitigation Measures

Table 1 below provides a snapshot of affected environmental resources along with mitigation measures; a list of all measures pertaining to the respective resources within Chapter 3 of this document. A comprehensive list of mitigation measures is included in Section 5.5. Resources with a no impact determination are not included in the table: Mineral Resources and Population/Housing. An analysis of each resource is provided in Chapter 3.

Table 1: Summary of Affected Resources

Resource	Project Impacts		Summary of Avoidance, Minimization, and/or Mitigation Measures
	Build Alternative	**No Build Alternative**	
Aesthetics	Less than Significant Impact with Mitigation	Potentially Significant Impact	VIS-1 through VIS-3, BIO-1, BIO-9, and BIO-11
Agriculture and Forestry Resources	Less than Significant Impact with Mitigation	No Impact	VIS-2, BIO-9, and BIO-11
Air Quality	Less than Significant Impact with Mitigation	No Impact	AQ-1 through AQ-4
Biological Resources	Less than Significant Impact with Mitigation	Potentially Significant Impact	BIO-1 through BIO-22 and FYLF-1 and FYLF-2
Cultural Resources	Less than Significant Impact with Mitigation	Potentially Significant Impact	CR-1 through CR-5
Energy	Less than Significant Impact	No Impact	No Measures
Geology and Soils	Less than Significant Impact with Mitigation	No Impact	WQ-1 and WQ-4
Greenhouse Gas Emissions	Less than Significant Impact	No Impact	No Measures
Hazards and Hazardous Materials	Less than Significant Impact with Mitigation	Potentially Significant Impact	HAZ-1 through HAZ-4

Resource	Project Impacts		Summary of Avoidance, Minimization, and/or Mitigation Measures
	Build Alternative	No Build Alternative	
Hydrology and Water Quality	Less than Significant Impact with Mitigation	Potentially Significant Impact	WQ-1 though WQ-7
Land Use and Planning	Less than Significant Impact	No Impact	No Measures
Noise	Less than Significant Impact with Mitigation	No Impact	NOI-1
Public Services	Less than Significant Impact with Mitigation	Potentially Significant Impact	TRA-1
Recreation	Less than Significant Impact with Mitigation	Potentially Significant Impact	REC-1
Transportation/Traffic	Less than Significant Impact with Mitigation	Potentially Significant Impact	TRA-1
Tribal Cultural Resources	Less than Significant Impact with Mitigation	No Impact	CR-1 through CR-2
Utilities and Service Systems	Less than Significant Impact	No Impact	No Measures
Wildfire	Less than Significant Impact with Mitigation	Potentially Significant Impact	WF-1 though WF-3
Mandatory Findings of Significance	Less than Significant Impact with Mitigation	Potentially Significant Impact	Specific Mitigation Measures

PROJECT ALTERNATIVES

As required by the California Environmental Quality Act guidelines 15126.6, "An Environmental Impact Report shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An Environmental Impact Report need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." A "no project" or No Build Alternative shall also be evaluated.

The following two build alternatives were analyzed in the preliminary planning stage of this Project:

- Alternative 1 New Steel Plate Girder Bridge
- Alternative 2 New Arch Suspension Bridge

After performing analysis, the California Department of Transportation, the National Environmental Policy Act lead, and Placer County eliminated Alternative 1 from consideration due to constructability constraints, differences in aesthetics, and its potentially larger environmental footprint. Therefore, Alternative 2 has been chosen as the Build Alternative and is evaluated with the No Build Alternative in Section 3 of this document. Other alternatives, including Alternative 1, considered but rejected are further discussed in Section 4.3 Alternative Analysis.

CONTENTS

Summary i
Background i
Environmental Setting i
Areas of Known Controversy i
Environmental Impacts and Mitigation Measures ii
Project Alternatives iii
1 Introduction 10
1.1 Introduction 10
1.2 Purpose of this Environmental Impact Report 10
1.3 Notice of Preparation and Scope 10
1.4 Terminology Used to Describe Impacts 11
1.5 Organization of Environmental Impact Report 11
1.6 Environmental Review Process 12
1.7 Intended Uses of the Environmental Impact Report 13
2 Project Description 14
2.1 Project Background 14
2.2 Purpose and Need 14
2.3 Alternatives 49
2.3.1 No Build Alternative 49
2.3.2 Build Alternative Arch Suspension Bridge at Immediate Downstream Alignment 49
2.3.3 Traffic Management and Access During Construction 52
2.4 Permits and Approvals Needed 53
3 Environmental Impact Analysis 55
Topics Considered But Determined Not To Be Relevant 55
3.1 Aesthetics 56
3.1.1 Regulatory Setting 56
3.1.2 Environmental Setting and Existing Conditions 56
3.1.3 Thresholds of Significance 59
3.1.4 Environmental Impacts 59
3.1.5 Avoidance, Minimization, and/or Mitigation Measures 61
3.2 Agriculture and Forestry Resources 62

3.2.1 Regulatory Setting 62
3.2.2 Thresholds of Significance 62
3.2.3 Environmental Setting and Existing Conditions 63
3.2.4 Environmental Impacts 63
3.2.5 Avoidance, Minimization, and/or Mitigation Measures 64
3.3 Air Quality 65
3.3.1 Regulatory Setting 65
3.3.2 Environmental Setting and Existing Conditions 68
3.3.3 Thresholds of Significance 70
3.3.4 Environmental Impacts 70
3.3.5 Avoidance, Minimization, and/or Mitigation Measures 72
3.4 Biological Resources 74
3.4.1 Regulatory Setting 74
3.4.2 Environmental Setting and Existing Conditions 76
3.4.3 Thresholds of Significance 95
3.4.4 Environmental Impacts 96
3.4.5 Avoidance, Minimization, and/or Mitigation Measures 115
3.5 Cultural Resources 120
3.5.1 Regulatory Setting 120
3.5.2 Environmental Setting and Existing Conditions 124
3.5.3 Thresholds of Significance 136
3.5.4 Environmental Impacts 141
3.5.5 Avoidance, Minimization, and/or Mitigation Measures 150
3.6 Energy 152
3.6.1 Regulatory Setting 152
3.6.2 Environmental Setting and Existing Conditions 152
3.6.3 Thresholds of Significance 153
3.6.4 Environmental Impacts 153
3.6.5 Avoidance, Minimization, and/or Mitigation Measures 155
3.7 Geology/Soils 156
3.7.1 Regulatory Setting 156
3.7.2 Environmental Setting and Existing Conditions 160
3.7.3 Thresholds of Significance 160

3.7.4 Environmental Impacts 160
3.7.5 Avoidance, Minimization, and/or Mitigation Measures 162
3.8 Greenhouse Gas Emissions 163
3.8.1 Regulatory Setting 163
3.8.2 Environmental Setting and Existing Conditions 164
3.8.3 Thresholds of Significance 164
3.8.4 Environmental Impacts 164
3.8.5 Avoidance, Minimization, and/or Mitigation Measures 166
3.9 Hazards & Hazardous Materials 167
3.9.1 Regulatory Setting 167
3.9.2 Environmental Setting and Existing Conditions 169
3.9.3 Thresholds of Significance 169
3.9.4 Environmental Impacts 170
3.9.5 Avoidance, Minimization, and/or Mitigation Measures 172
3.10 Hydrology/Water Quality 174
3.10.1 Regulatory Setting 174
3.10.2 Environmental Setting and Existing Conditions 177
3.10.3 Thresholds of Significance 179
3.10.4 Environmental Impacts 179
3.10.5 Avoidance, Minimization, and/or Mitigation Measures 181
3.11 Land Use/Planning 184
3.11.1 Regulatory Setting 184
3.11.2 Environmental Setting and Existing Conditions 184
3.11.3 Thresholds of Significance 184
3.11.4 Environmental Impacts 184
3.11.5 Avoidance, Minimization, and/or Mitigation Measures 185
3.12 Noise 186
3.12.1 Regulatory Setting 186
3.12.2 Environmental Setting and Existing Conditions 186
3.12.3 Thresholds of Significance 186
3.12.4 Environmental Impacts 186
3.12.5 Avoidance, Minimization, and/or Mitigation Measures 188
3.13 Public Services 189

3.13.1 Regulatory Setting 189
3.13.2 Environmental Setting and Existing Conditions 190
3.13.3 Thresholds of Significance 190
3.13.4 Environmental Impacts 190
3.13.5 Avoidance, Minimization, and/or Mitigation Measures 191
3.14 Recreation 192
3.14.1 Regulatory Setting 192
3.14.2 Environmental Setting and Existing Conditions 192
3.14.3 Thresholds of Significance 193
3.14.4 Environmental Impacts 193
3.14.5 Avoidance, Minimization, and/or Mitigation Measures 194
3.15 Transportation/Traffic 196
3.15.1 Regulatory Setting 196
3.15.2 Environmental Setting and Existing Conditions 196
3.15.3 Thresholds of Significance 196
3.15.4 Environmental Impacts 196
3.15.5 Avoidance, Minimization, and/or Mitigation Measures 198
3.16 Tribal Cultural Resources 199
3.16.1 Regulatory Setting 199
3.16.2 Environmental Setting and Existing Conditions 203
3.16.3 Thresholds of Significance 205
3.16.4 Environmental Impacts 205
3.16.5 Avoidance, Minimization, and/or Mitigation Measures 206
3.17 Utilities and Service Systems 207
3.17.1 Environmental Setting and Existing Conditions 207
3.17.2 Thresholds of Significance 207
3.17.3 Environmental Impacts 207
3.17.4 Avoidance, Minimization, and/or Mitigation Measures 208
3.18 Wildfire 209
3.18.1 Regulatory Setting 209
3.18.2 Environmental Setting and Existing Conditions 210
3.18.3 Thresholds of Significance 210
3.18.4 Environmental Impacts 210

3.18.5 Avoidance, Minimization, and/or Mitigation Measures 211
3.19 Mandatory Findings of Significance 213
3.19.1 Thresholds of Significance 213
3.19.2 Environmental Impacts 213
3.19.3 Avoidance, Minimization, and/or Mitigation Measures 215
4 Project Alternatives 216
4.1 Overview 216
4.2 Feasibility Study 216
4.3 Alternative Analysis 217
4.4 Environmentally Superior Alternative 222
5 CEQA Evaluation and Considerations 226
5.1 Cumulative Impacts 226
5.2 Growth-Inducing Impacts 226
5.2.1 Existing Conditions 227
5.2.2 Impacts 227
5.3 Significant Effects Which Cannot be Avoided 228
5.4 Significant Irreversible Changes 228
5.5 Mitigation Measures 228
6 Distribution List 242
7 References 245

List of Figures

Figure 1. Project Vicinity 15
Figure 2. Project Location 16
Figure 3. Project Features 17
Figure 4. Build Alternative Rendering 52
Figure 5. Build Alternative Facing Downstream 58
Figure 6. Key View 1 Existing Condition 58
Figure 7. Key View 1 Proposed Condition 59
Figure 8. Land Cover Types 77
Figure 9. Project Impacts 97

List of Tables

Table 1: Summary of Affected Resources ii
Table 2: List of Abbreviations vii
Table 3: Permits Required 53

Table 4: Federal and State Ambient Air Quality Standards 65
Table 5: NAAQS and CAAQS Attainment Status for Placer County 69
Table 6: Placer County Air Pollution Control District Thresholds of Significance 69
Table 7: Road Construction Emissions Model Estimates 71
Table 8: Estimate of Project Impacts 96
Table 9: Historic Components of P-31-631/CA-PLA-505 130
Table 10: Effects of Bridge Strengthening Activities 145
Table 11: Annual Fuel and Energy Consumption 154
Table 12: Construction GHG Emissions 165
Table 13: Freeboard Levels 178
Table 14: Construction Equipment Noise Levels 187
Table 15: Comparison Between Alternatives 223
Table 16: Mitigation Monitoring and Reporting Program 230

List of Appendices

Appendix A: NOP Meeting Notice and Minutes
Appendix B: Air Quality Emissions Model
Appendix C: Site Photographs
Appendix D: CNDDB, USFWS, and CNPS Special Status Species Database Results
Appendix E: FEMA Firmette Map

Table 2: List of Abbreviations

AB	Assembly Bill
ACM	Asbestos-containing Material
ADL	Aerially Deposited Lead
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
APE	Area of Potential Effects
ASRA	Auburn State Recreation Area
BLM	Bureau of Land Management
BMPs	Best Management Practices
BOR	Bureau of Reclamation
BSA	Biological Study Area
BTU	British thermal units
Caltrans	California Department of Transportation
CAA	Clean Air Act
CAL FIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFG	California Fish and Game
CFR	Code of Federal Regulations
CHSC	California Health and Safety Code
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
County	Placer County Department of Public Works
CO	Carbon Monoxide
CRHR	California Register of Historical Resources
CSO	Caltrans Cultural Services Office
CWA	Clean Water Act

dB	Decibels
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FSTIP	Federal Statewide Transportation Improvement Program
ft.	Foot/feet
FTIP	Federal Transportation Improvement Project
FYLF	Foothill Yellow-Legged Frog
GHG	Greenhouse Gases
HWCA	Hazardous Waste Control Act
ITP	Incidental Take Permit
LBP	Lead-based paint
MBTA	Migratory Bird Treaty Act
MCAB	Mountain Counties Air Basin
MLDs	Most Likely Descendant
MPH	Mile per hour
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NCIC	North Central Information Center
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
NOA	Naturally Occurring Asbestos
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
O_3	Ozone
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
Pb	Lead

PCAPCD	Placer County Air Pollution Control District
PCSP	Placer County Sustainability Plan
PM	Particulate Matter
Pounds	Lbs.
PRC	California Public Resources Code
Project/Build Alternative	Yankee Jims Bridge Replacement Project
RCEM	Road Construction Emissions Model
RCRA	Resource Conservation and Recovery Act of 1976
REC	Recognized Environmental Condition
ROG	Reactive Organic Gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
Section 106 PA	Section 106 of the National Historic Preservation Act
SOI	Secretary of Interior
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	Sulfur Dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SRAs	Fire Hazard Severity Zones within State Responsibility Areas
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWMPs	Storm Water Management Plans
TCRs	Tribal Cultural Resources
TMDLs	Total Maximum Daily Loads
UAIC	United Auburn Indian Community of the Auburn Rancheria
U.S.	United States
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VOCs	Volatile Organic Compounds
WDR	Waste Discharge Requirements

1 INTRODUCTION

1.1 INTRODUCTION

Placer County Department of Public Works (County), in cooperation with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), proposes to replace the Yankee Jims Road Bridge (No. 19C-0002) that crosses the North Fork American River as part of the Yankee Jims Bridge Replacement Project (Project). The new bridge will be downstream of the existing bridge and provide increased load capacity and maintain a vital connection and evacuation route from the Foresthill community to Colfax. Yankee Jims Road dates back to the Gold Rush era and served as the main route for gold mining and access to the railroad. The existing bridge was built in 1930 and was determined to be structurally deficient and functionally obsolete according to a Caltrans Bridge Inspection Report dated May 12, 2016. A number of bridge alternatives were analyzed in a feasibility study and based on this analysis the most cost effective and feasible Build Alternative was selected and is presented in the Environmental Impact Report (EIR).

1.2 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Draft EIR (State Clearinghouse No. 2020010388) has been prepared according to the California Environmental Quality Act (CEQA) guidelines in order to evaluate potential environmental impacts associated with the implementation of the Project. The basic purpose of the report is to analyze Project alternatives, identify environmental impacts, and determine which alternative will have the least amount of environmental impacts. The County of Placer is the CEQA lead agency for this EIR.

1.3 NOTICE OF PREPARATION AND SCOPE

A Notice of Preparation (NOP) for this EIR was prepared and published for a 30-day public comment period beginning February 6, 2020. The County held a NOP public meeting on February 6, 2020, from 6:00 – 8:00pm at 3091 County Center Drive in Auburn, California. The meeting included a presentation from County staff and Project consultants followed by a questions and comments session. Comment cards were available for attendees to provide written comment on the Project.

Thirty participants attended the meeting, which included residents, public agency representatives, community-based organization members, and other stakeholders. The scope of the overall Project, including alternatives, and details on the environmental review process were shared. Attendees and commenters included state agencies such as State Parks, Department of Toxic Substances Control, as well as community base organizations such as Protect American River Canyons, North Fork American River Alliance and American Whitewater. Participants provided their comments on the environmental review process, which has been considered by the County and Project team and incorporated into the EIR as applicable. For example, some comments received that have since been incorporated into the Project include providing additional parking at the bridge site, providing pedestrian access down to the river, protecting the vegetation around Shirttail Creek. For a complete list of comments received during the NOP meeting See Appendix A.

Due to the number of updates to the Project since the NOP public meeting, the County held a public meeting on October 10, 2023, prior to circulation of the EIR. Mailers were sent out 2 weeks prior to the meeting to property owners along Yankee Jims Road, public agencies, community-based organizations, and other members of the public who requested to be added to the Project contact list during the NOP meeting. This meeting was an open house style format and included exhibits of the primary bridge features, renderings, and Project schedule. County staff and Project consultants were in attendance to present information and answer any questions attendees had. Comments were collected informally and noted verbally or handwritten anonymously on a notepad.

1.4 Terminology Used to Describe Impacts

Terms within this EIR are defined below to assist readers of this document.

- *Cumulative Impacts:* two or more individual effects which, when considered together, are considerable or compound other environmental effects.
- *Environment:* the physical setting and conditions in an area that could be affected by a project; this includes both natural and human-made living and non-living things.
- *Impacts:* analyzed under CEQA related to physical change. Direct *impacts* are caused by the Project and occur at the same time and location. Indirect *impacts* are caused by the Project but occur later in time and/or potentially in a different location; for example, changes in land-use caused by a new road being constructed that creates new access to an area.
- *Less than significant impact:* an adverse impact, but one that does not exceed the defined thresholds of significance and does not require mitigation.
- *Mitigation:* a measure or action taken that avoids, minimizes, or compensates for an environmental impact; can also include the restoration or rehabilitation of an affected environment.
- *Potentially significant impact:* an environmental effect that may cause a substantial adverse change; however, additional information is necessary to determine the extent of impact. Under CEQA, a potentially significant impact is treated as if it were a significant impact.
- *Project/Build Alternative:* reference to the entire actions that have the potential to impact the environment.
- *Significant impact:* an impact that would or could cause a substantial adverse change to the environment; mitigation measure(s) are necessary to eliminate the impact or reduce it to a less than significant level.

1.5 Organization of Environmental Impact Report

This EIR is organized by the chapters listed below.

- *Summary* provides a Project description, information on the areas of known controversy, and a synopsis of the environmental impacts and mitigation measures to address impacts.
- *Chapter 1, Introduction* describes the purpose of the EIR and EIR process. This chapter also lays out the organization and intent of the EIR.

- *Chapter 2, Project Description* includes the Project background, details about the location and existing conditions, Project alternatives, construction schedule, and the permits necessary to complete the Project.
- *Chapter 3, Environmental Impact Analysis* presents environmental impacts and analysis of each topic area, e.g., aesthetics, biological resources, etc. with details about the regulatory and physical setting and measures to avoid, minimize, and/or mitigate impacts.
- *Chapter 4, Project Alternatives* presents the preferred alternative, the feasibility study, information on other alternatives, and the process in narrowing down the analyzed alternatives.
- *Chapter 5, CEQA Evaluation and Considerations* included analysis of varying impacts and mitigation measures.
- *Chapter 6, Report Preparers* lists the authors of the EIR and/or technical studies that were prepared for the Project.
- *Chapter 7, Distribution List* is a list of the agencies and organizations who will receive this Draft EIR during the review period.
- *Chapter 8, References* provided the resources utilized in the preparation of this EIR.

1.6 Environmental Review Process

Reviewers of a Draft EIR should focus on the sufficiency of the document in identifying and analyzing environmental impacts and distinctions of the Build Alternative (an analysis of all alternatives considered is provided in Section 4.3). Comments are most helpful when they suggest clarification of a description or analysis and/or specific changes to mitigation measures that would further avoid or minimize environmental effects.

This Draft EIR is available for review and comment by the public, responsible agencies, organizations, and other interested parties from November 9, 2023, to January 10, 2024. Comments must be received electronically or physically by 5:00 pm on the last day of the comment period. Comments about the Draft EIR should be addressed to:

Placer County Public Works
Attn.: Kevin Ordway
3091 County Center Drive, #220
Auburn, CA 95603
Or KOrdway@placer.ca.gov

The Final EIR will be prepared after the close of the public review period. The Final EIR will include comments received during the public review period, responses to those comments, and any revisions made to the document in a track changes format. Placer County will hold a public hearing during a Board of Supervisors meeting that provides for public comment followed by a vote by the Board of Supervisors to determine approval of the Final EIR.

1.7 Intended Uses of the Environmental Impact Report

This Draft EIR examines the potential impacts of the proposed Yankee Jims Bridge Replacement Project. The Final EIR, after public circulation occurs, will be considered by the Placer County Board of Supervisors for approval.

2 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

The County, in cooperation with the FHWA and Caltrans, proposes to replace the existing one lane suspension bridge (Bridge No. 19C-0002) that crosses over the North Fork of the American River. The Project is located in an unincorporated area of Placer County, California over the North Fork of the American River, within the Auburn State Recreation Area (ASRA) (See Figures 1 and 2).

Yankee Jims Road is a vital transportation connection between the communities of Colfax and Foresthill. As one of only a few roads in and out of Foresthill, Yankee Jims Road provides a vital fire, life and safety evacuation route for the local community. However, with the current bridge load restriction and width limitations, emergency response vehicles must come from both Colfax and Foresthill areas when called, since access across the existing load restricted bridge is not feasible and the exact location of the emergency is often unknown.

The existing bridge was constructed in 1930 and is currently considered structurally deficient and functionally obsolete by Caltrans Structures Maintenance and Investigations with a sufficiency rating of 0.0. The sufficiency rating assigned by Caltrans is a numeric value that indicates the sufficiency of a bridge to remain in service. Sufficiency Ratings range from zero to 100, with zero representing an entirely insufficient or deficient bridge.

Placer County is the CEQA lead agency, and Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The Project is included in the Federal Transportation Improvement Program (FTIP) and the Federal Statewide Transportation Improvement Program (FSTIP) (PLA 25505).

2.2 PURPOSE AND NEED

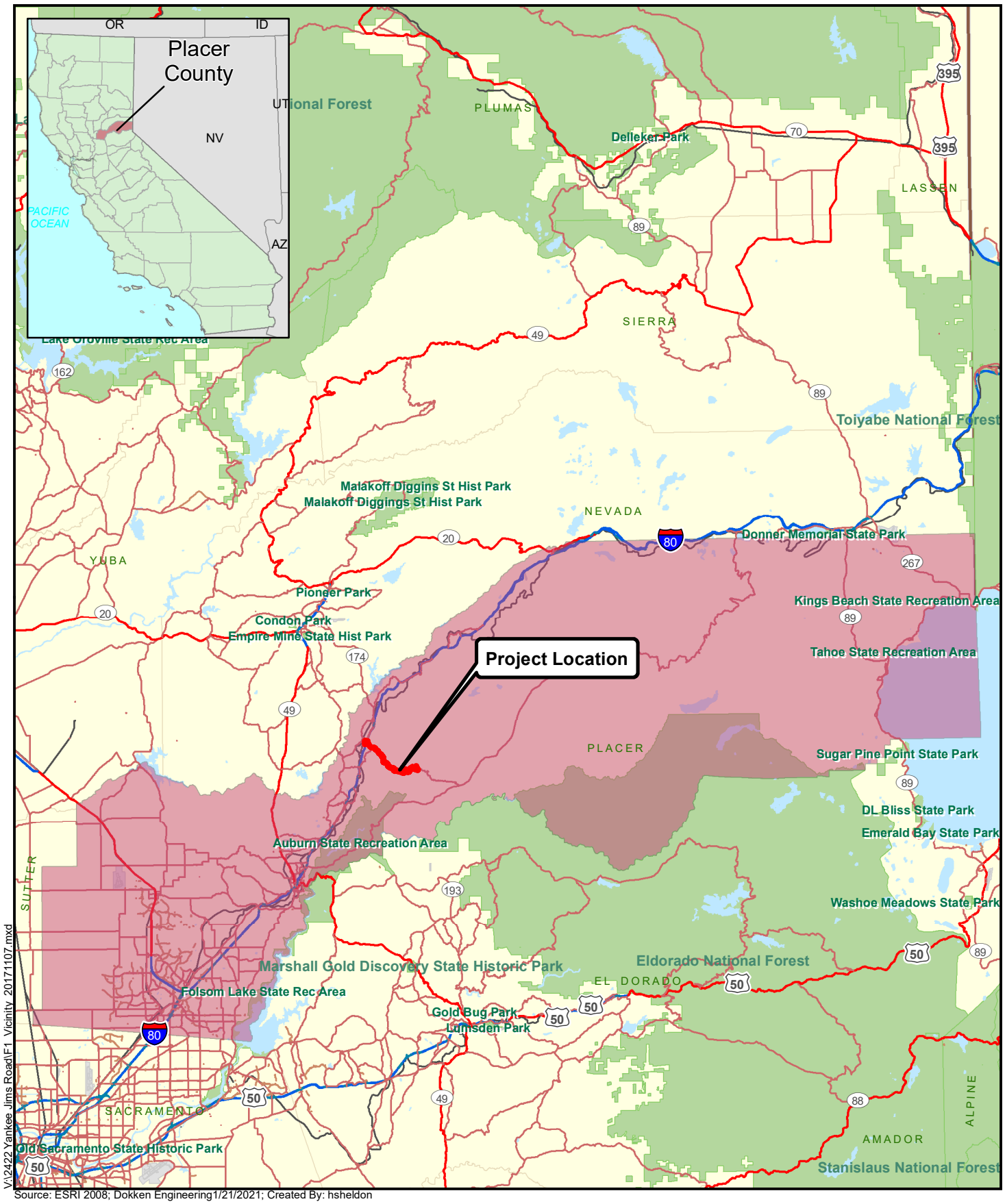
Purpose

The purpose of the Project is to improve the roadway approach geometry at each end of the bridge and improve pedestrian access over the North Fork of the American River and the adjacent recreational facilities by replacing the existing bridge with a new two-lane bridge over the North Fork American River on Yankee Jims Road. The Project's objectives include:

- Construct a two lane, structurally adequate bridge over the North Fork American River on Yankee Jims Road;
- Improve the roadway approach geometry at each end of the bridge; and
- Improve pedestrian access.

Need

The Project is needed to improve access related to evacuation routes and emergency vehicles by constructing a new, structurally sound bridge with two-lanes and increased weight capacity.



V:\2422 Yankee Jims Road\F1 Vicinity 20171107.mxd

Source: ESRI 2008; Dokken Engineering1/21/2021; Created By: hsheldon

0 5 10 15 20 Miles

FIGURE 1
Project Vicinity
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

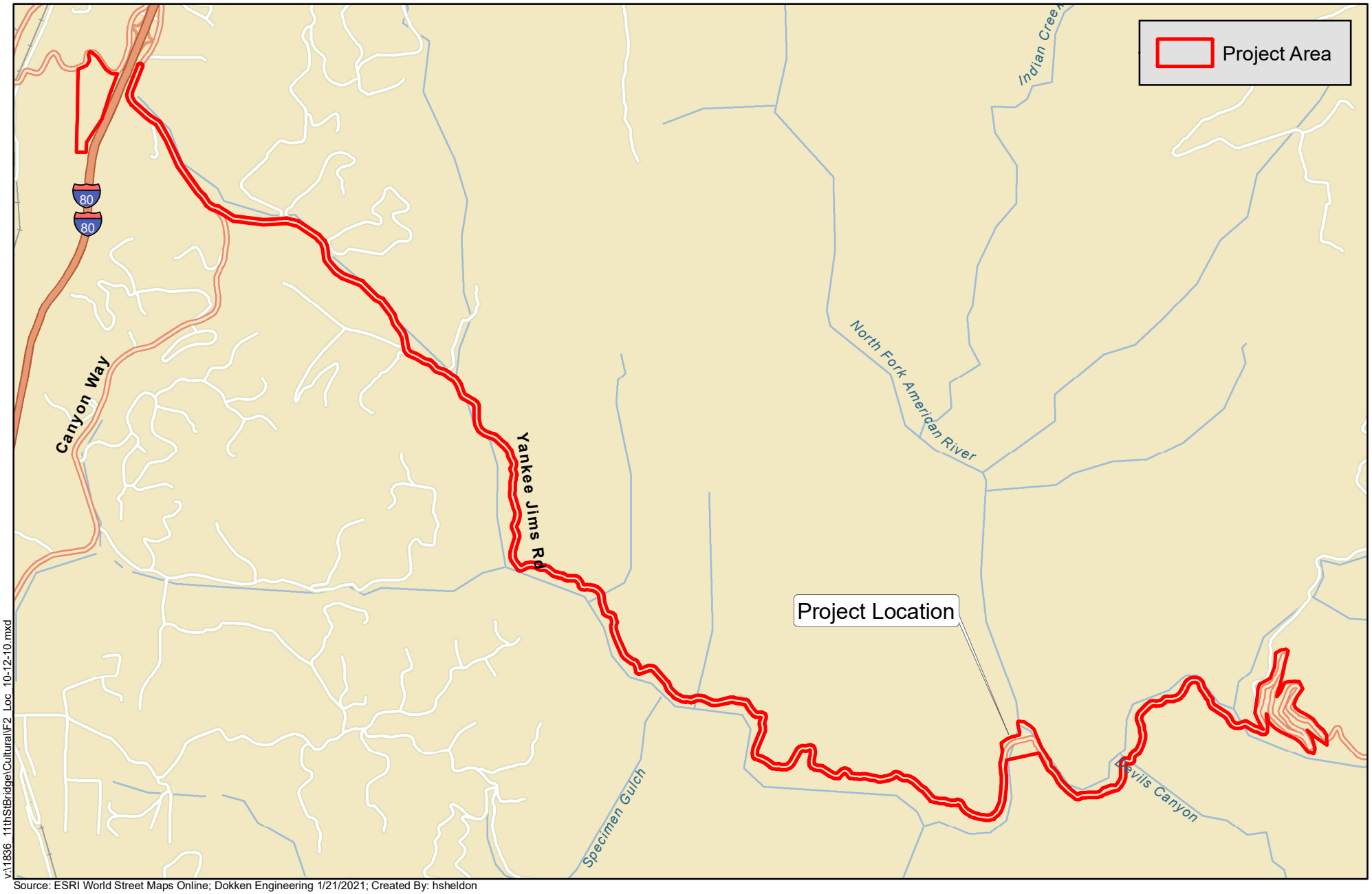
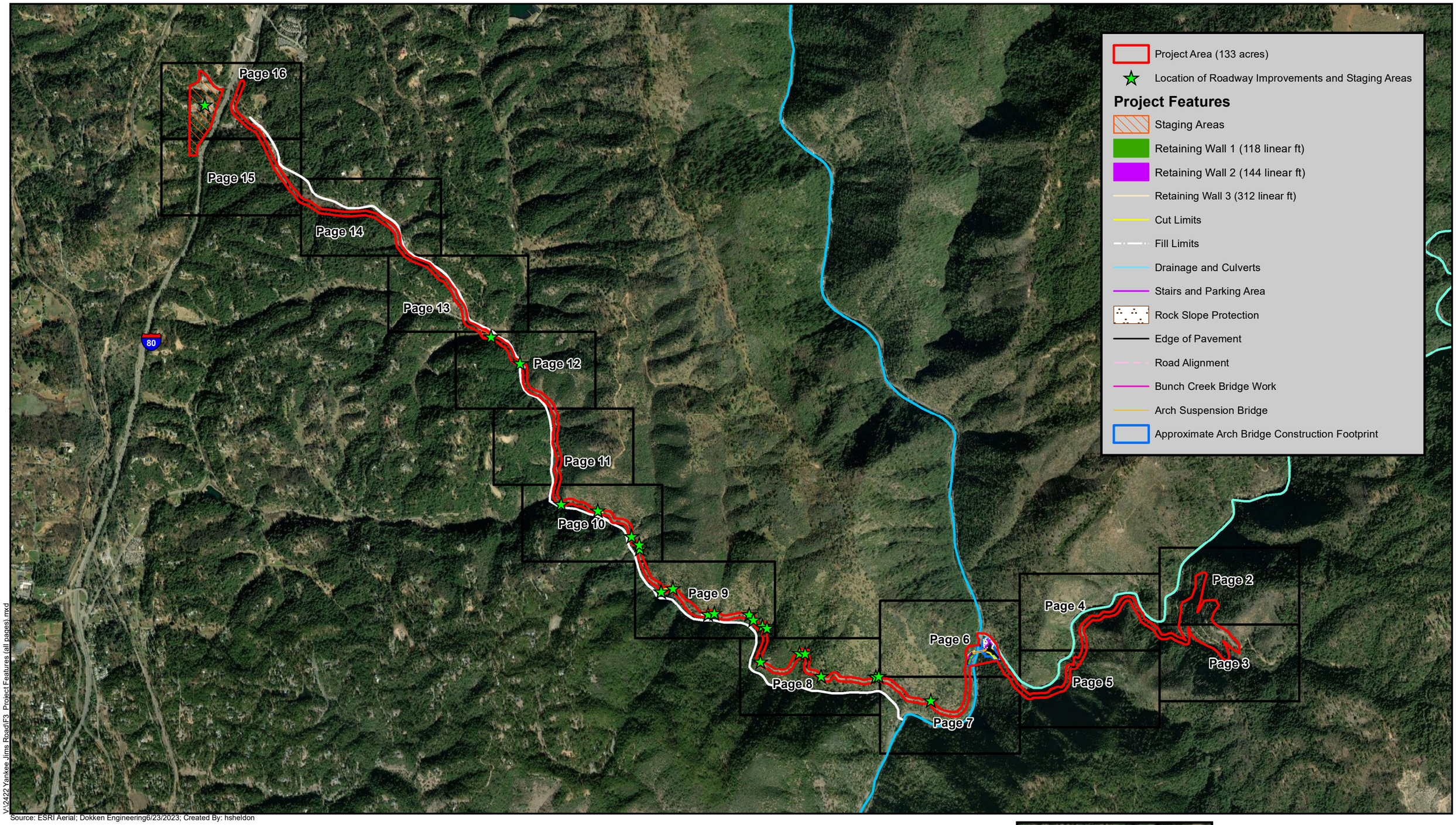


FIGURE 2
Project Location
Yankee Jims Bridge Replacement Project (BRLO-5919(099))
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

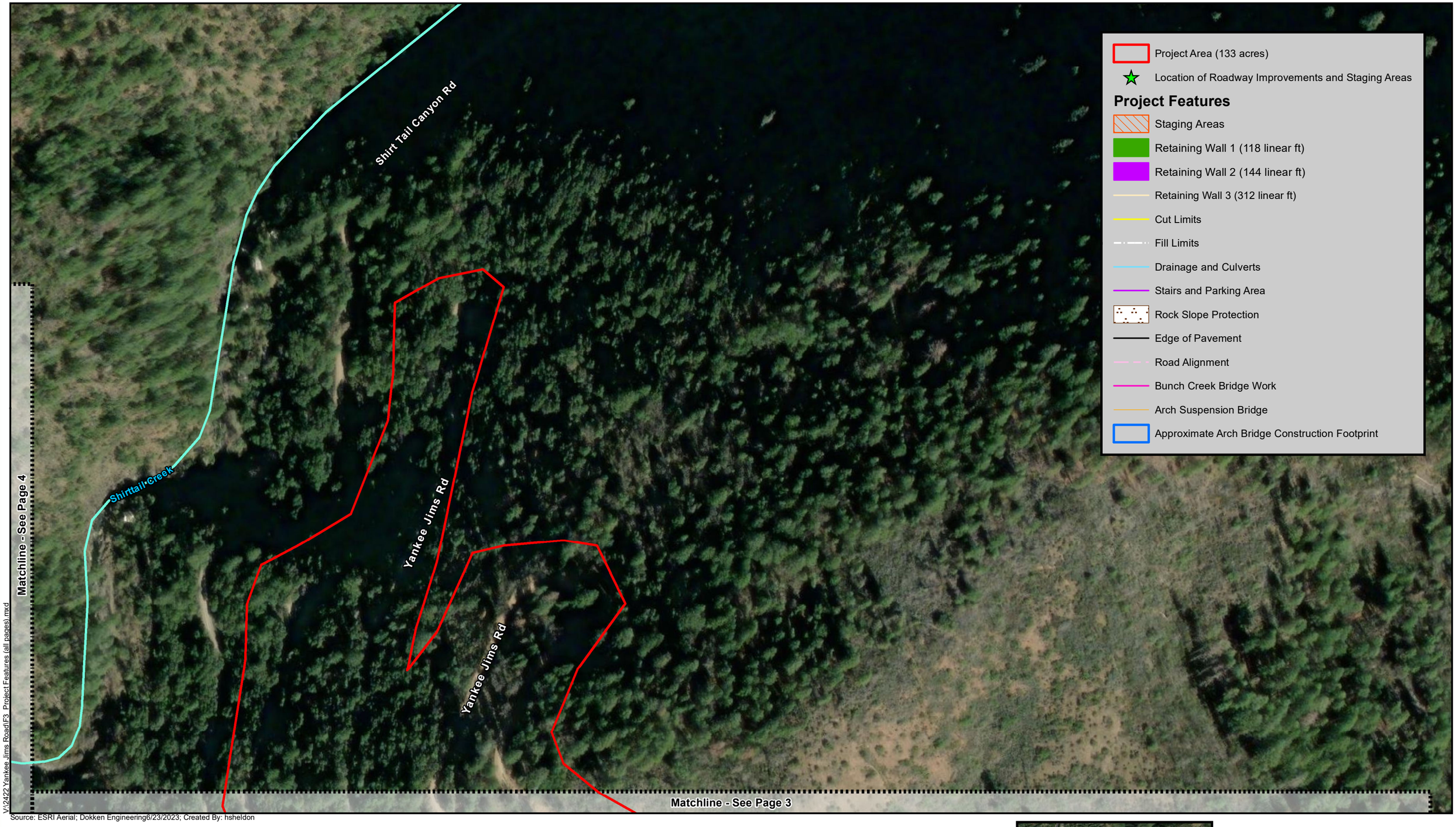
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 2,000 feet

0 1,000 2,000 3,000 4,000 5,000 Feet



FIGURE 3
Page 1 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

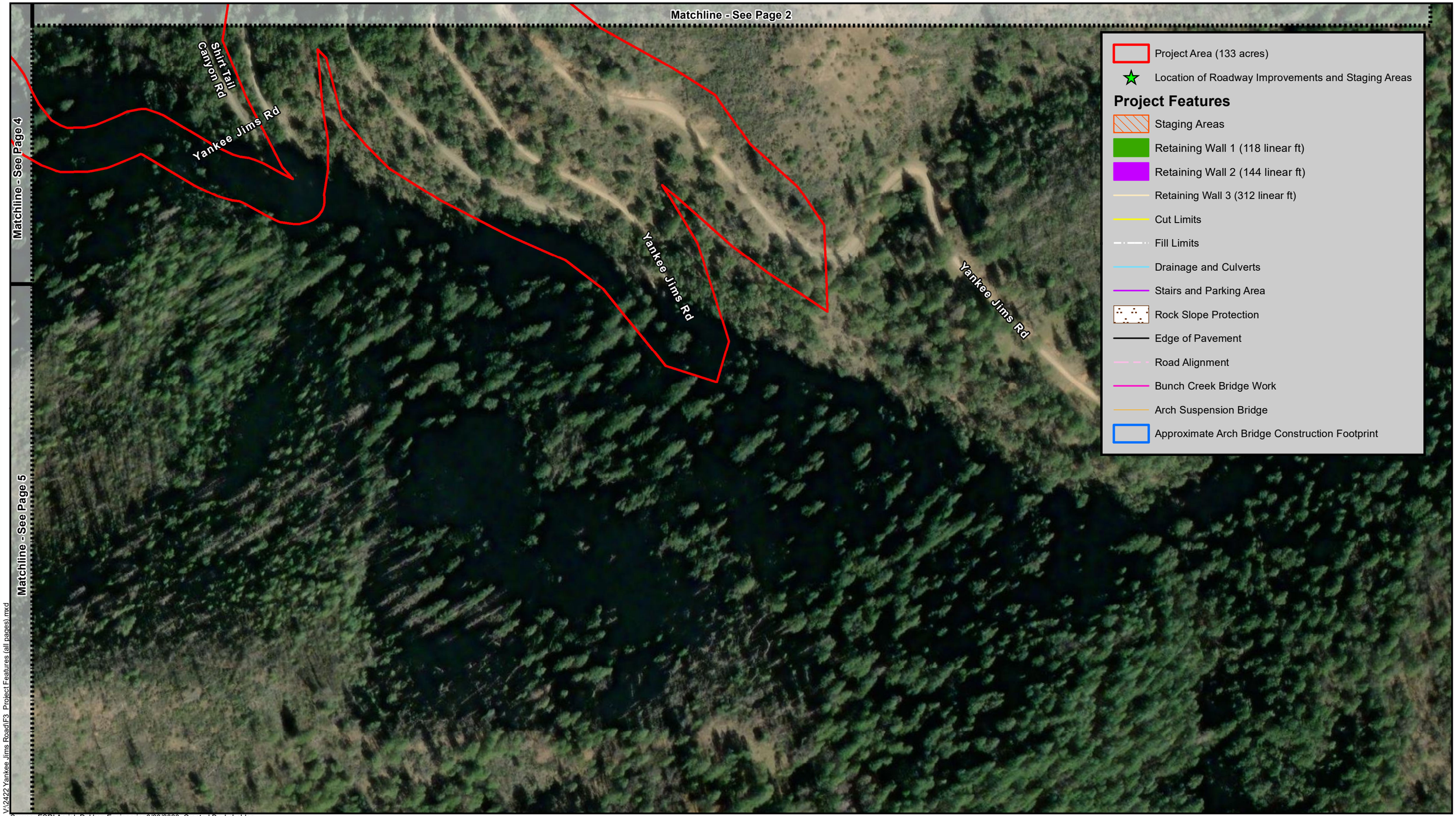
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 2 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

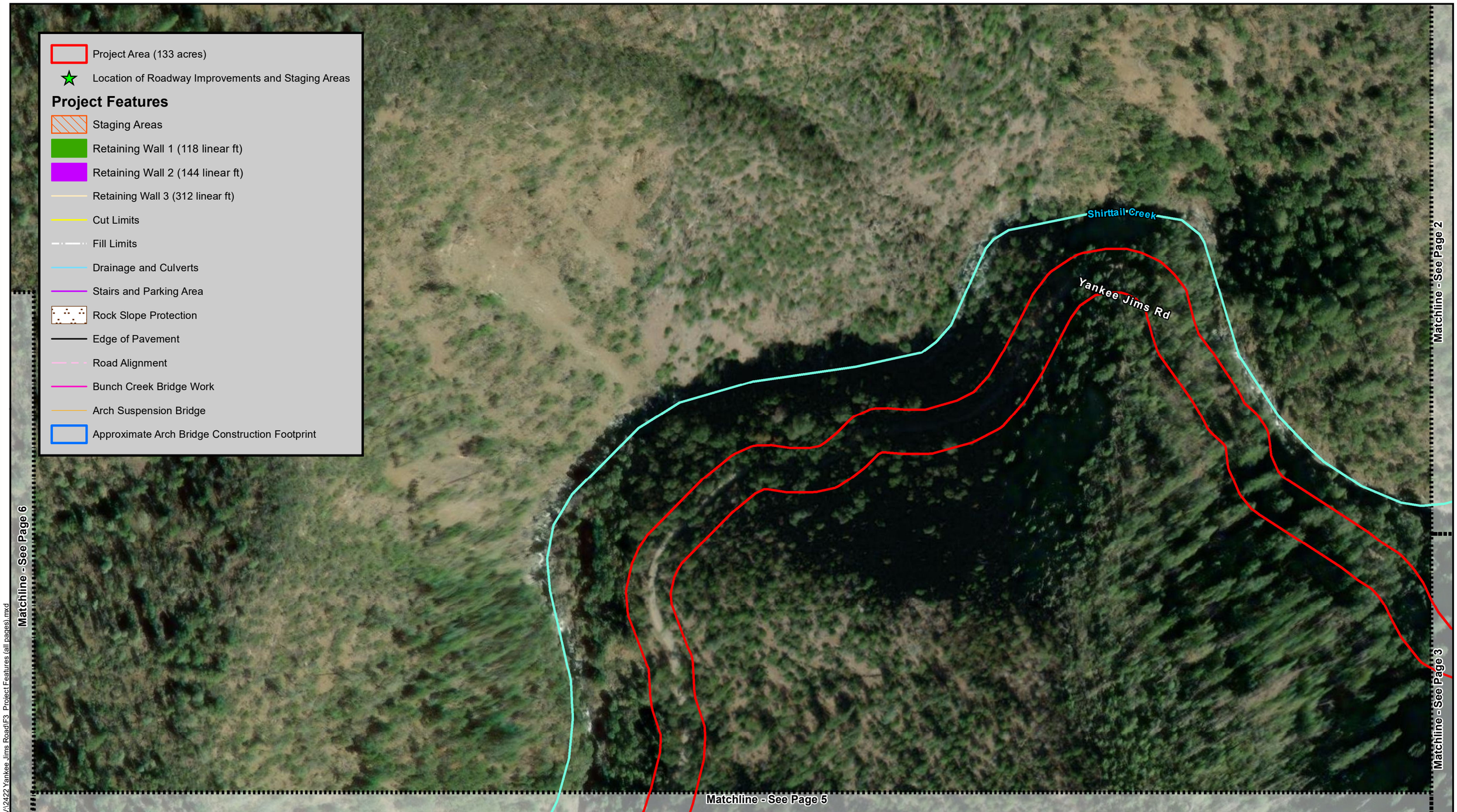
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 3 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

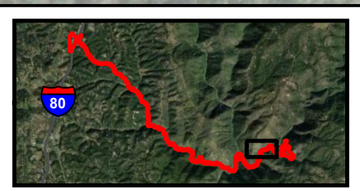
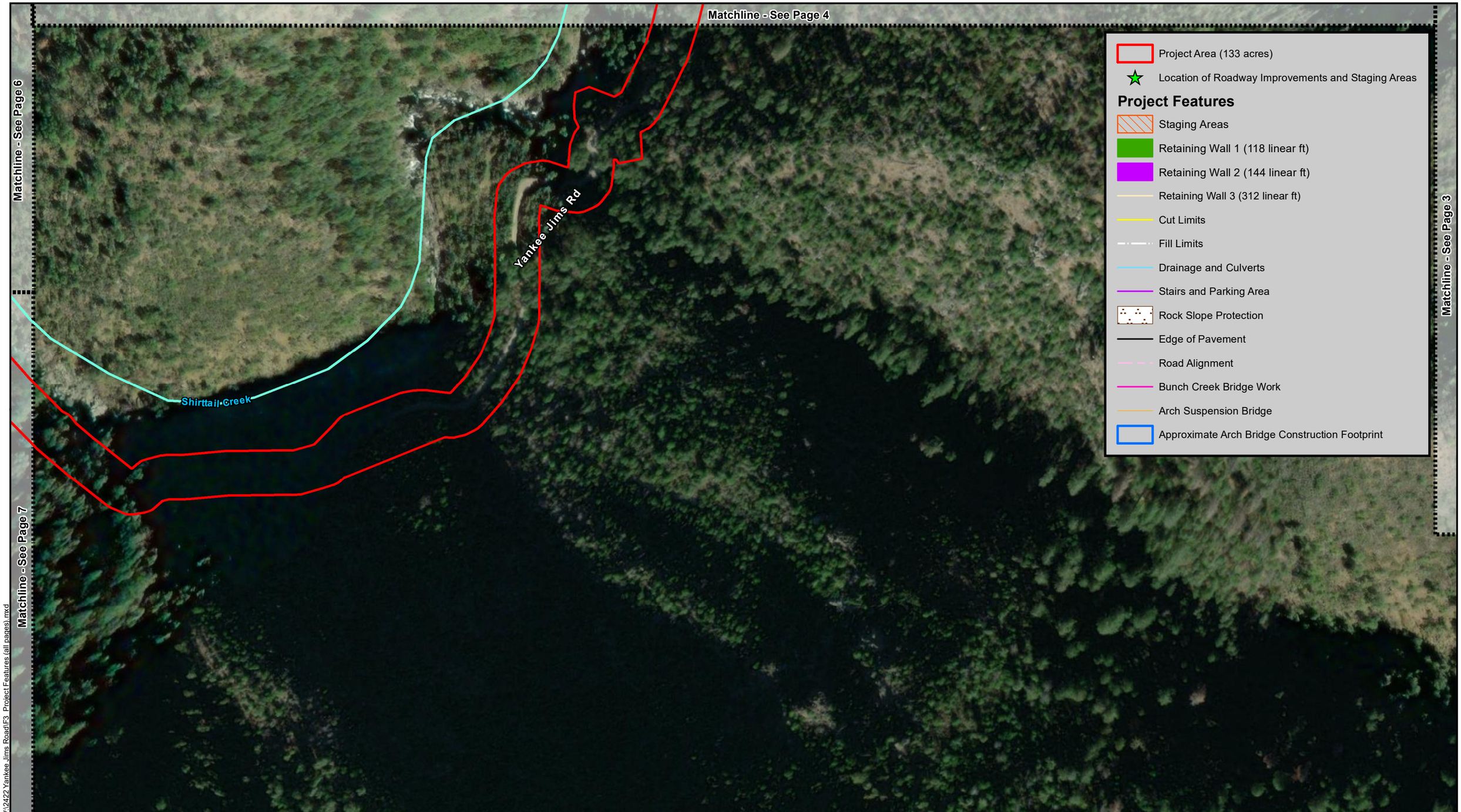


FIGURE 3
Page 4 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 5 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California

Project Area (133 acres)

Location of Roadway Improvements and Staging Areas

Project Features

- Staging Areas
- Retaining Wall 1 (118 linear ft)
- Retaining Wall 2 (144 linear ft)
- Retaining Wall 3 (312 linear ft)
- Cut Limits
- Fill Limits
- Drainage and Culverts
- Stairs and Parking Area
- Rock Slope Protection
- Edge of Pavement
- Road Alignment
- Bunch Creek Bridge Work
- Arch Suspension Bridge
- Approximate Arch Bridge Construction Footprint

North Fork American River

Yankee Jims Rd

Shirttail Creek

Culvert Replacement

Matchline - See Page 4

Matchline - See Page 8

Matchline - See Page 5

Matchline - See Page 7

V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

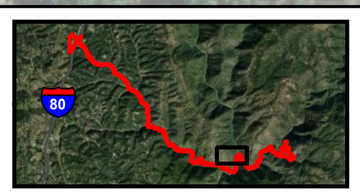


FIGURE 3
Page 6 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California

Culvert Replacement

Matchline - See Page 6

Culvert Replacement

Bunch Creek

Yankee Jims Rd

Matchline - See Page 8

Matchline - See Page 5

North Fork American River

Project Area (133 acres)

Location of Roadway Improvements and Staging Areas

Project Features

- Staging Areas
- Retaining Wall 1 (118 linear ft)
- Retaining Wall 2 (144 linear ft)
- Retaining Wall 3 (312 linear ft)
- Cut Limits
- Fill Limits
- Drainage and Culverts
- Stairs and Parking Area
- Rock Slope Protection
- Edge of Pavement
- Road Alignment
- Bunch Creek Bridge Work
- Arch Suspension Bridge
- Approximate Arch Bridge Construction Footprint

V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

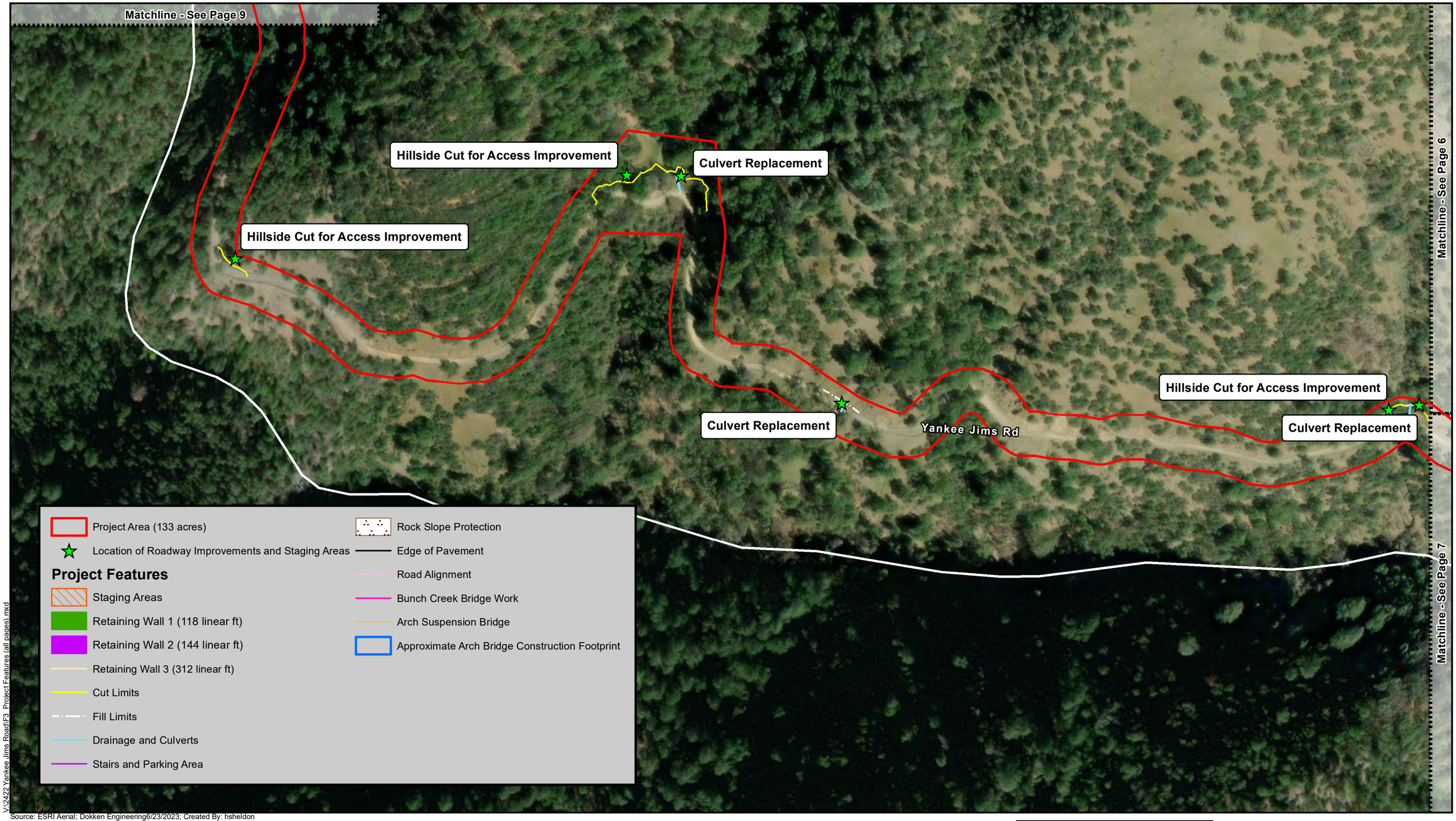
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 7 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

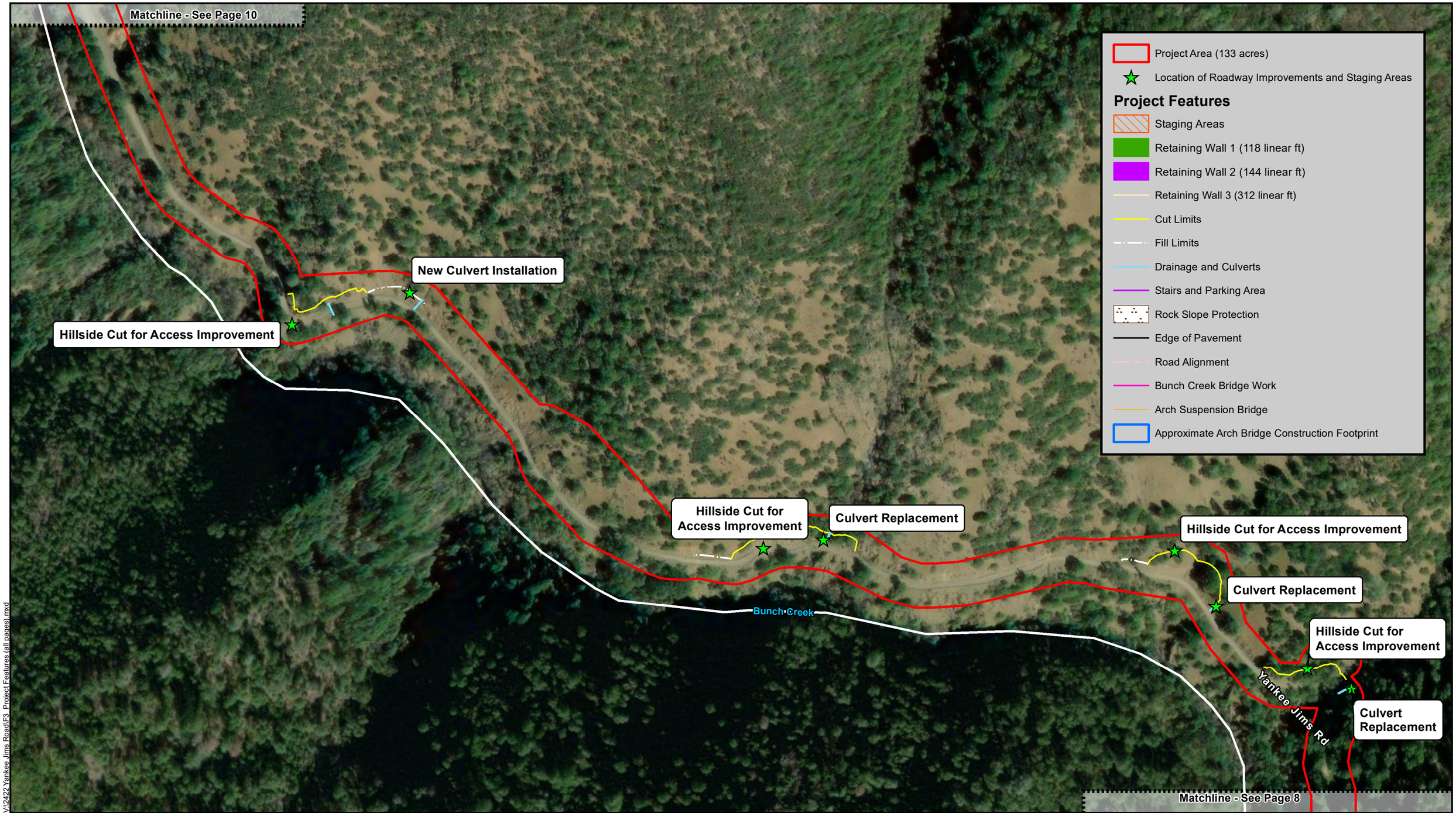
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 8 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

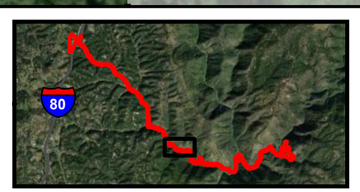


FIGURE 3
Page 9 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California

Matchline - See Page 11

Hillside Cut for Access Improvement

Bunch Creek

Hillside Cut for Access Improvement

Yankee Jims Rd

Culvert Replacement

Culvert Replacement

Hillside Cut for Access Improvement

Matchline - See Page 9

Project Area (133 acres)

Location of Roadway Improvements and Staging Areas

Project Features

- Staging Areas
- Retaining Wall 1 (118 linear ft)
- Retaining Wall 2 (144 linear ft)
- Retaining Wall 3 (312 linear ft)
- Cut Limits
- Fill Limits
- Drainage and Culverts
- Stairs and Parking Area
- Rock Slope Protection
- Edge of Pavement
- Road Alignment
- Bunch Creek Bridge Work
- Arch Suspension Bridge
- Approximate Arch Bridge Construction Footprint

V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

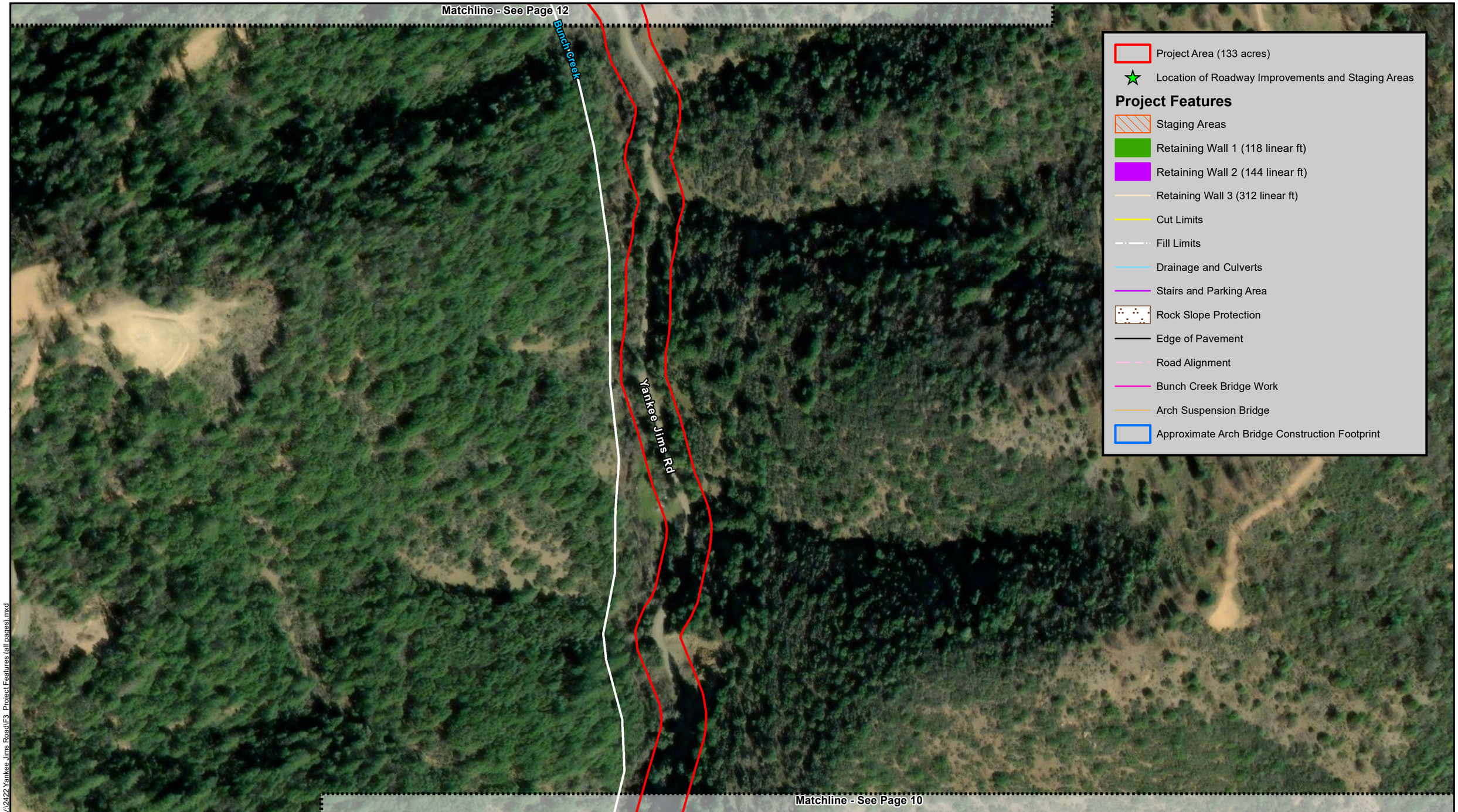
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 10 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

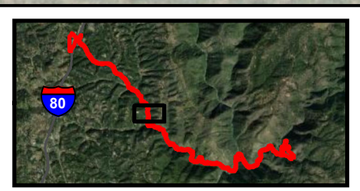
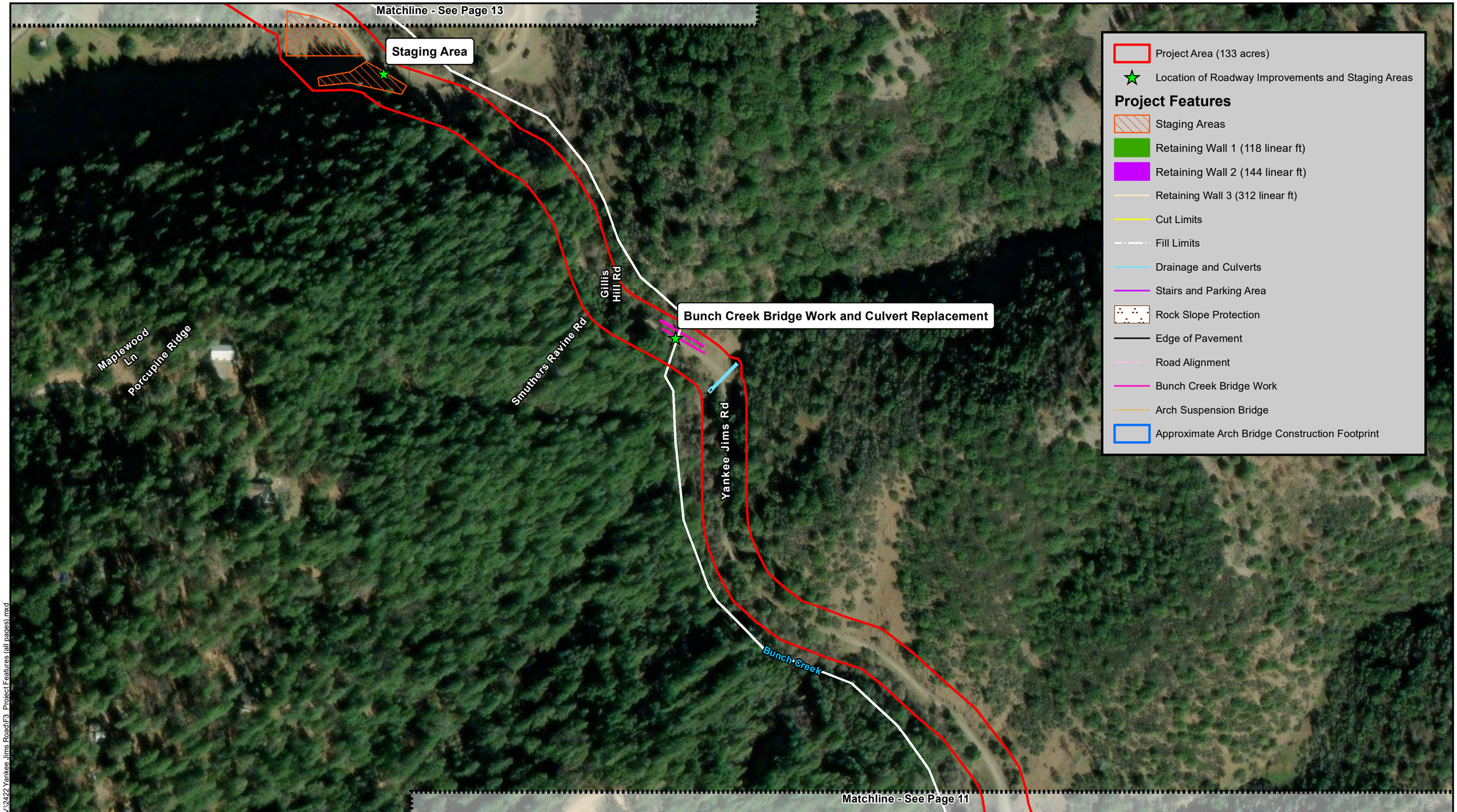


FIGURE 3
Page 11 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

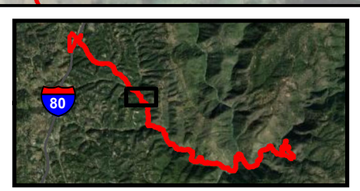
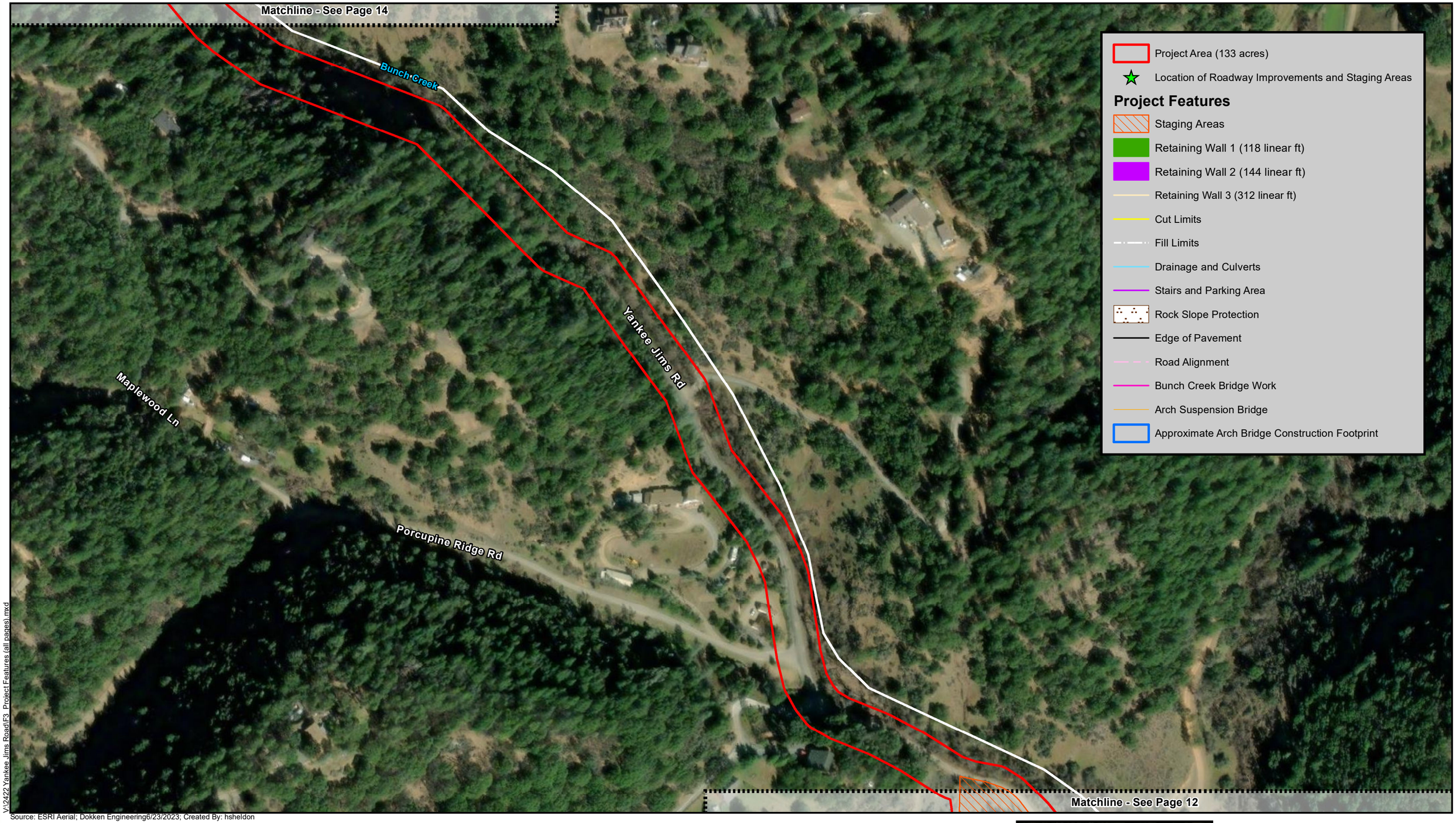


FIGURE 3
Page 12 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\24222 Yankee Jims Road\F3_Project Features (all pages).mxd

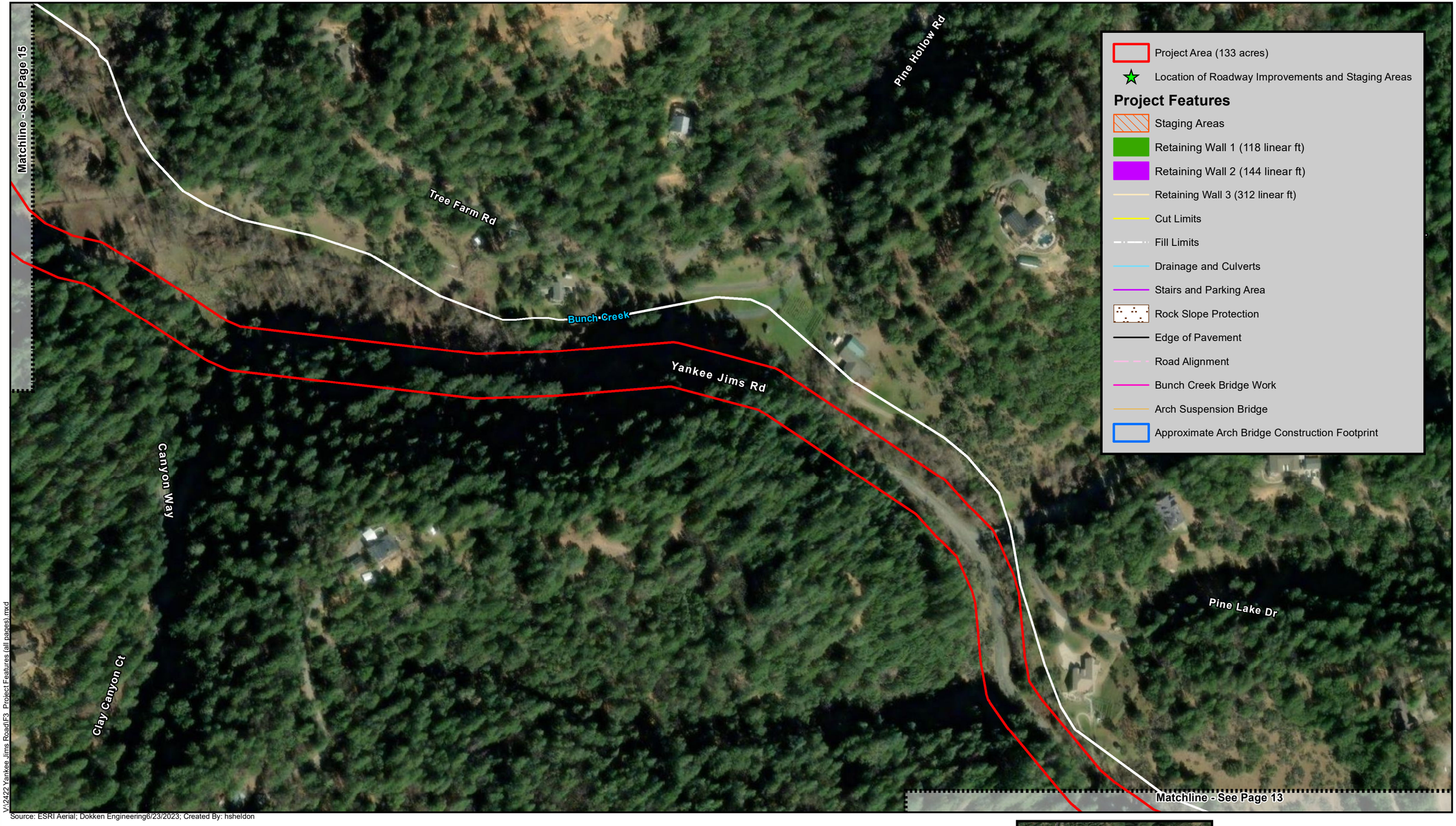
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 13 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\24222 Yankee Jims Road\F3_Project Features (all pages).mxd

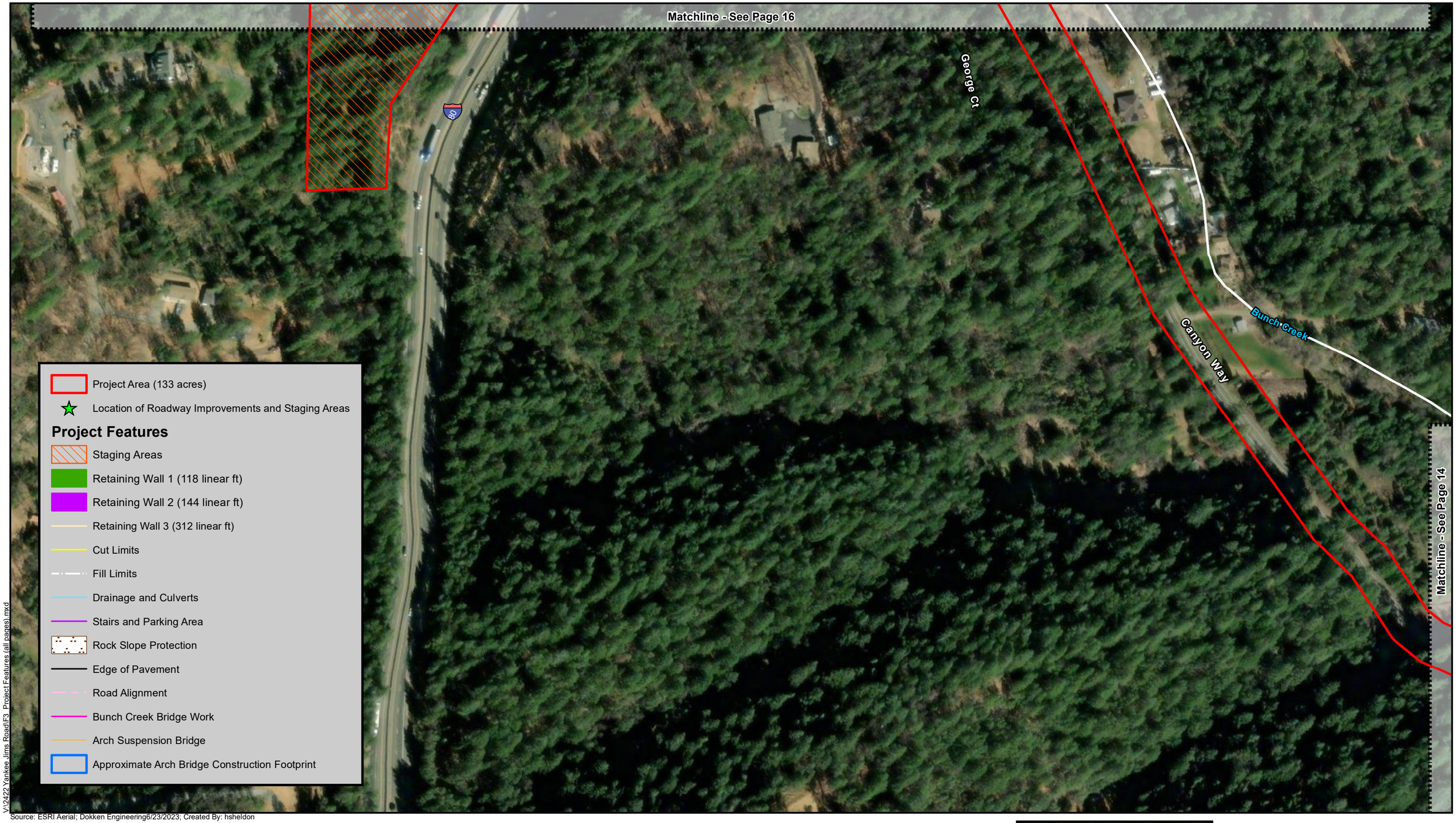
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 14 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

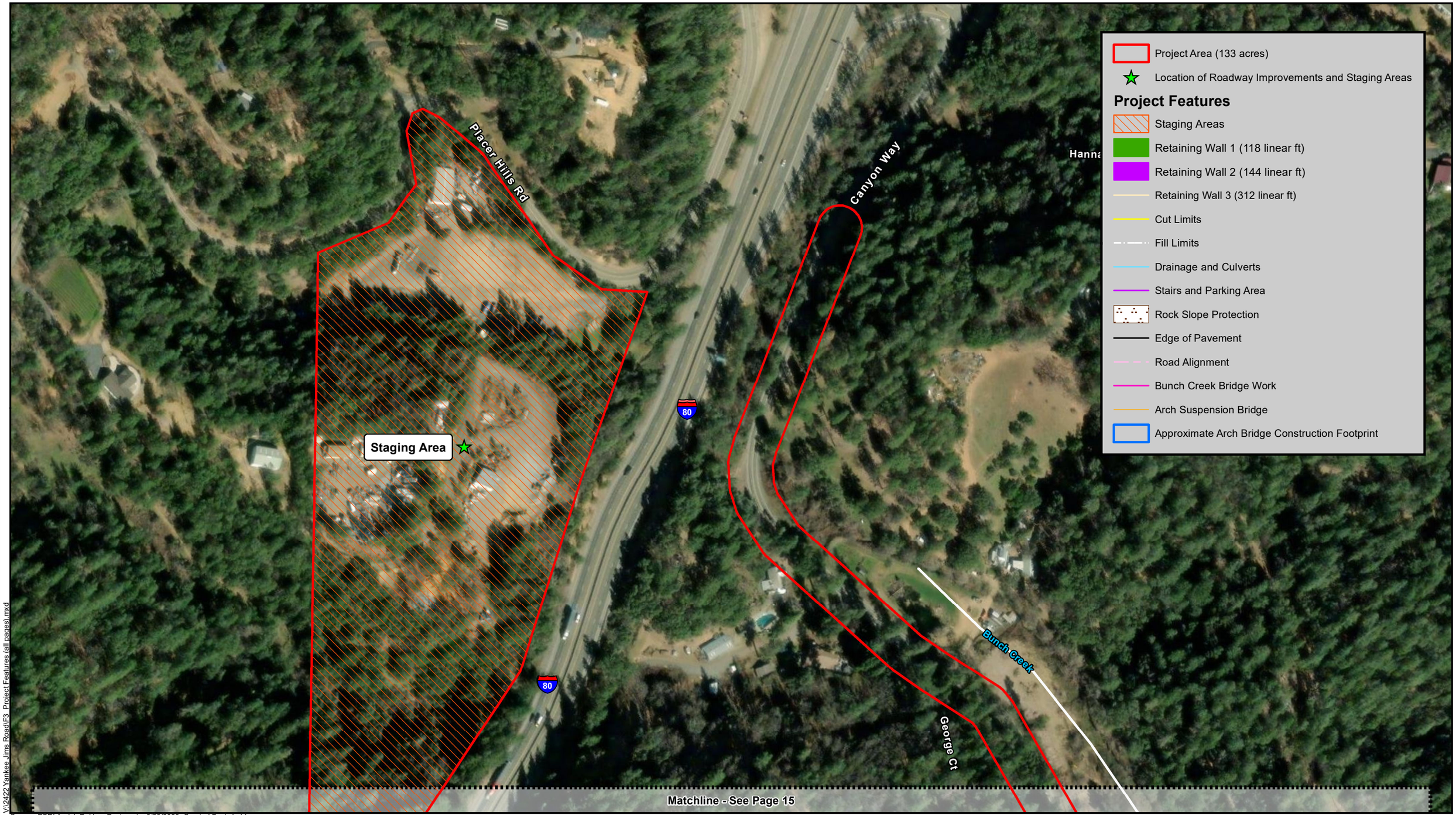
Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 3
Page 15 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\F3_Project Features (all pages).mxd

Source: ESRI Aerial; Dokken Engineering6/23/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

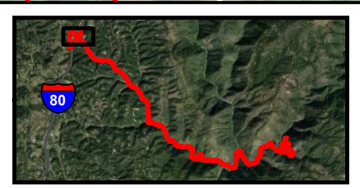


FIGURE 3
Page 16 of 16
Project Features
Yankee Jims Bridge Replacement Project
Placer County, California

2.3 ALTERNATIVES

2.3.1 No Build Alternative

Under the No Build Alternative, the County would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The existing bridge will continue to be a hazard to fire and other emergency response, as the bridge has a sufficiency rating of 0.0. The delay in emergency response time would remain. Passage across the bridge would continue to be undesirable for emergency response, considering its condition, narrowness, and parking issues that currently exist in the area, especially on busy weekends. Ultimately, the no build alternative might result in no passage across the river and deteriorated road conditions on the approaches.

2.3.2 Build Alternative Arch Suspension Bridge at Immediate Downstream Alignment

One build alternative is being considered for the bridge replacement; an arch suspension bridge located 10-15 ft. downstream of the existing bridge. Additionally, the existing Yankee Jims Road Bridge would be strengthened to facilitate construction. The strengthened bridge would then remain in place as a historic structure. The total Project area encompasses approximately 133 acres including, approximately 7 miles of Yankee Jims Road leading up to the existing Yankee Jims bridge.

Eventual closure of the existing bridge to through traffic will be necessary to accommodate staging of equipment and delivery of materials from the Colfax side. Once the new bridge is constructed the existing bridge would be permanently closed to vehicular traffic but would remain in place as a historic structure.

The following activities would occur under the Build Alternative (see Figure 3).

Staging Areas and Tree Removal

A construction staging area, encompassing approximately 19 acres, has been identified west of I-80 along South Auburn Street. This area is currently graded and ideal for staging and storing large equipment. Furthermore, a smaller staging area (approximately 0.41 acres) has been identified along Yankee Jims Road near Gills Hill Road. Lastly, some smaller equipment will be staged around the existing Yankee Jims Bridge, where feasible. These staging areas are included in the overall Project area. A total of approximately 245 trees are anticipated for removal, both within montane riparian and montane hardwood communities. Tree removal is required to facilitate equipment mobilization, construction access along Yankee Jims Road, and ultimately the new bridge construction. Approximately 27 trees will be removed along Yankee Jims Road as part of the roadway improvements, and approximately 218 trees will be removed around the existing and proposed Yankee Jims Bridge.

Roadway Improvements and Bunch Creek Bridge

The Yankee Jims Bridge and Yankee Jims Road are remote and located within steep and narrow terrain. The majority of Yankee Jims Road is unpaved with the width varying between one and two lanes or twelve to twenty-four ft. across. Transporting equipment and material to the Project location will be difficult and roadway improvements will be necessary. Strategically sequencing construction activities will provide access and minimize or eliminate key site constraints.

Due to these factors, several design exceptions were made that differ from Placer County's design criteria. These include a 28-foot (ft.) total width (12 ft. lanes with 2 ft. shoulders (County Standards are 32 ft.)) and a design speed of 25 miles-per-hour (MPH) (the County's design speed is 35 MPH). American Association of State Highway and Transportation Officials guidelines will be followed for both the roadway and bridge.

Roadway improvements on the Colfax side leading to the bridge from the west include approximately 12 roadway improvements (cut/fill) and approximately 12 culvert repairs/replacements (some locations include two culverts), and work/modifications to the existing Bunch Creek Bridge. At some locations improvements include cuts into the adjacent hillside to widening the existing dirt road for equipment access. Total excavation for roadway improvements and culvert replacement/repairs is approximately 6,500-8,500 cubic yards. Yankee Jims Road, leading to the bridge from the west, will remain an unpaved road. There are no roadway improvements proposed east of the existing Yankee Jims Bridge, other than the roadway approach work associated with the new bridge. The total acreage of the proposed work area along Yankee Jims Road includes approximately 2.3 acres.

The Bunch Creek Bridge will require temporary modifications or permanent replacement to support construction access and large equipment. The Bunch Creek Bridge is located approximately 925 ft. east from Gills Hill Road and Yankee Jims Road. If the bridge is temporarily modified, it will include a temporary K-rail support and temporary rock slope protection. If the temporary modifications are not sufficient to support construction access, a full replacement will be required. A full replacement will likely include a prefabricated rolled steel girder bridge with a composite concrete slab bridge deck. The permanent bridge would have a length of approximately 50 ft., an overall minimum width of approximately 12 ft., and a roadway width of 12 ft. The new bridge deck would follow the existing roadway profile. Bridge railing ending with crash cushions would be utilized at the edges of the deck. The existing concrete arch culvert would be removed and replaced with new concrete abutments and wingwalls bearing on competent rock. For implementation of a full replacement, the existing abutments would be configured to channelize the stream flow to the existing creek bed, in-water work and/or temporary water diversions would be avoided if possible. However, if required, a small portion of Bunch Creek may be temporarily diverted or de-watered to ensure all work is outside of the active flow. Work around Bunch Creek Bridge (whether temporary modifications or permanent replacement) would require work within montane riparian habitat.

Existing Suspension Bridge Retrofit

The existing suspension bridge will be retrofitted to permit the transfer of construction materials across the river. The retrofit includes:

1. Removal of the existing corrugated metal decking and the installation of a new galvanized steel plank. New galvanized bent plate steel angles will be installed to support the outside edges of the steel plank.
2. Installation of new timber planking (approximately 3 ft. x 12 ft.) over the steel planks.
3. Installation of new. timber wheel guards (approximately 6 ft. x 6 ft.) to keep the construction material trailer in the center 7 ft.-6 inch of the deck.
4. Installation of new vertical ground anchors to the existing cable dead man anchorages.
5. Installation of new steel plate expansion joint at each abutment with non-skid surface.
6. Installation of new galvanized anchor bolts at each tower base plate.
7. Installation of new galvanized cable restrainers and associated galvanized steel brackets at the underside of the deck at each abutment. The existing broken angle at the underside of the deck adjacent to the abutment will be removed and replaced with a new galvanized angle.
8. Installation of new aggregate base ramp at each abutment approach.

A soldier pile wall will be built to protect the existing foundations during construction of the new arch bridge abutment (see description for Retaining Walls below).

Hillside Excavation

Excavation of the hillside at the southeast corner of the bridge is required (south of the existing roadway approach on the Foresthill side) to prepare the east roadway approach. Removal of the hillside will be accomplished through blasting and grading techniques. Water drafting from the North Fork American River will be required throughout construction to aid in dust control. A portion of the grading activities will be in close proximity, approximately 40 ft., to Shirttail Creek, but outside of the ordinary high-water mark.

Bridge Construction

The steel arch bridge build consists of a boxed shaped arch rib with a parabolic profile spanning approximately 251 ft. between abutments with a rise to span ratio of 0.25. The total construction footprint for the bridge is approximately 4.27 acres. Cable hangers support built up I-shaped floor beams and W24 composite stringers. Stiffening girders are provided near the edge of deck. The arch will be assembled by segment over the span. Erected segments will be held in place via the temporary use of stay and backstay cables supported by a temporary tower. After the arch is complete, the hangers, floor beams, girders and stringers supporting the deck will be erected followed by the casting of the concrete deck and then concrete barrier rail. This bridge would be constructed immediately downstream, approximately 10-15 feet, from the existing bridge. The height of the bridge, from the deck to the top of the structure, will be approximately 52.9 ft. at the highest point of the arch.

Concrete seat type abutments and skew back footings on reinforced concrete piles cast in drilled holes will support the stringers and the arch rib. The bottom footing elevations of Abutment 1 (Colfax side) and Abutment 2 (Foresthill side) are approximately 962 ft. Five ft. thick abutment footings are required for the tower crane anchorage. Sub-horizontal ground anchors will extend into the rock behind each abutment. Excavating equipment would need to traverse down from the existing roadway to the bottom of the footing elevation. Concrete would be pumped down from the roadway.

During construction, the arch segments will be supported on a fixed connection to the foundations and temporarily through the use of cables and towers to adjust the elevation of the arch rib at the crown. These cables will be supported by king posts on or behind each abutment and anchored into the ground behind the abutment. The temporary king posts will be supported by micropiles on the abutment footing. Temporary supports are not required within the span. Bridge construction will occur above the ordinary high-water mark of the North Fork American River.

Retaining Walls

Construction of three new retaining walls is proposed on the southwest corner of the bridge and just north of the bridge to accommodate the roadway approaches at Colfax side abutment and to protect the existing suspension bridge anchorages. Retaining wall 1 is a mechanically stabilized earth wall that is approximately 246 linear ft. and has an area of approximately 2,705 square ft. Excavators and compactors will traverse down the hill to approximately 958 ft elevation to construct the wall, staying above the ordinary high-water level (which is at an elevation of approximately 940 ft. and below dependent on flows).

Retaining wall 2 is a soil nail wall that is approximately 145 linear ft. and would require 493 cubic yards of excavation and 294 cubic yards of fill. All work for Retaining wall 2 is above the existing roadway. Retaining

wall 3 is a soldier pile wall with wood lagging that is approximately 68 linear ft. and would require 135 cubic yards of excavation and 91 cubic yards of fill. The cast in drilled hole piles will be drilled into rock from the existing roadway and concrete will be placed from the existing roadway.

Parking Lot and Stairway Access

The excavated material from the above-mentioned hillside (approximately 15,000-20,000 cubic yards and approximately 0.7-acre area) will be placed north of the roadway toward Shirttail Creek with a 40 ft. setback. This will raise the level of the area north of the roadway up to the existing roadway. This 0.35-acre area is anticipated to be used for parking in the future. Drainage at the proposed parking lot will sheet flow from east to west. Water will then sheet flow down the proposed 1:1 sloped fill. The parking lot will accommodate approximately 31 vehicles. The proposed stairway access will be constructed west of the proposed parking lot. The stairway access will be approximately 125 linear ft., and 10 ft. wide.

Construction of the Project is anticipated to take approximately 2-3 years. The roadway improvements and Bunch Creek Bridge will take approximately 1 year and work at the existing and proposed bridge will take approximately 1-2 years.

Figure 4 is a rendering showing completion of the Build Alternative.

Figure 4. Build Alternative Rendering



2.3.3 Traffic Management and Access During Construction

Construction of the retaining walls, new approach roadway, abutments, and bridge would make it difficult and unsafe for the public to utilize Yankee Jims Road and the existing Yankee Jims Bridge during construction. Therefore, the road from Colfax to the bridge will be closed for the duration of construction.

However, the Foresthill side will remain open to the public for access with intermittent and short-term closures during certain activities that may pose a safety risk to recreationalist. Regular updates regarding access and anticipated closures will be available to the public.

Several commercial rafting companies have leases to run their operations on the North Fork American River and utilize the area below Yankee Jims Bridge as a pull-out location. The rafting companies are most active from April through June. The County and contractor would coordinate with these rafting companies to allow access to the eastern portion of the roadway leading to Foresthill.

Emergency access is a concern in the area and the County and contractor would create an Emergency Plan with protocols on how to respond to a fire or other emergency during construction. See section 3.18 Wildfire.

Traffic Detour

A detour route via Foresthill Road and I-80 would be communicated to fire and emergency personnel, rafting companies, key stakeholders (California State Parks, Bureau of Land Management, Bureau of Reclamation (BOR), and others), and the general public. Outreach efforts to keep the public informed would include email blasts, website updates, bulletins in Colfax and Foresthill, and social media notifications. This detour would also serve as a fire evacuation route from Foresthill.

2.4 Permits and Approvals Needed

Table 3: Permits Required

Agency	Permit/Approval		Status
	Build Alternative	No-Build Alternative	
California Department of Fish & Wildlife (CDFW)	Section 1600 Streambed Alteration Agreement	No Permit	To be obtained prior to the start of construction
Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification	No Permit	To be obtained prior to the start of construction
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit 14 Authorization	No Permit	To be obtained prior to the start of construction

RWQCB	National Pollution Discharge Elimination System (NPDES) Construction General Permit	No Permit	To be obtained prior to the start of construction
CDFW	Section 2081 Incidental Take Permit (ITP)	No Permit	Application submitted

3 ENVIRONMENTAL IMPACT ANALYSIS

The EIR utilizes the CEQA checklist similar to that of an Initial Study. Analysis of each environmental resources determined the level of impact the Project would have on that particular resource and identified avoidance, minimization, and mitigation measures. Such measures would reduce impacts to less than significant for each resource examined unless it was determined that no impact would occur. This section includes the regulatory setting and environmental conditions for each resource and describes the impacts to each resource that the Project would have as a whole. Chapter 4 provides an analysis of alternatives considered for the Project and differentiates the potential impacts for each considered alternative.

TOPICS CONSIDERED BUT DETERMINED NOT TO BE RELEVANT

Some resources from the CEQA Appendix G Checklist were eliminated from further analysis because they were not determined to be relevant, or the Project under the Build Alternative was determined to have no impacts related to the topic. The following will not be further evaluated in the EIR:

- **Population and Housing** – The Project is in a rural area that does not contain any established communities. The Project would not divide a community or affect population growth in any way. No impacts to Population and Housing would occur.
- **Mineral Resources -** The Project area is not located within a Mineral Resource Zone, and as such, there would not be an impact to any known mineral resources. In addition, the Project would not require a mining permit because it is considered exempt under Article 17.56 of the County Code (Placer County Code of Ordinances 2021).

3.1 AESTHETICS

The purpose of this section is to assess the potential visual impacts the Project would have on the natural environment.

3.1.1 Regulatory Setting

State Laws and Requirements

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities (California Public Resources Code (PRC) Section 21001[b])."

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

The Project site does not contain any roadways that are designated in state plans as a corridor worthy of protection for maintaining and enhancing scenic viewsheds.

Local Laws and Requirements

The Placer County General Plan Section 1 – Land Use, contains goals, objectives, and policies related to Aesthetics. The following goals are applicable to Aesthetics:

- Goal 1.K, *To protect the visual and scenic resources of Placer County as important quality-of-life amenities for County residents and a principal asset in the promotion of recreation and tourism.*

Placer County Tree Ordinance

Article 19.50 Woodland Conservation

The Placer County Tree Ordinance, Article 19.50 Woodland Conservation includes regulations to preserve trees wherever feasible, through the review of all proposed development activities where trees are present on either public or private property, while at the same time recognizing individual rights to develop private property in a reasonable manner. Tree removal is typically reviewed as part of a discretionary permit process for commercial projects, industrial projects, major subdivision, public projects, or any project requiring a discretionary permit.

3.1.2 Environmental Setting and Existing Conditions

The Project location and setting provides the context for determining the type and severity of changes to the existing visual environment. The terms visual character and visual quality are defined below and are used to further describe the visual environment. The Project setting is also referred to as the corridor or Project corridor which is defined as the area of land that is visible from, adjacent to, and outside the road right-of-way, and is determined by topography, vegetation, and viewing distance. A Visual Impact Assessment was prepared by Wilson Design Studio in January 2021 to identify visual resources and impacts in the Project area (Wilson Desing Studio 2021).

The Project is located on Yankee Jims Road between Colfax and Foresthill where the road crosses the North Fork American River in the ASRA in Placer County, California. The landscape is characterized by the

steep canyon cut by the North Fork American River dominated by mixed conifer and foothill woodland habitat. The vegetation is denser on the northeast side of the bridge between the road and Shirttail Creek. The clearest view of the existing bridge is from the west approach of the bridge while the view from the east side is only enjoyed once completely upon the bridge due to the curved roadway approach and hillside blocking the view. The river is best viewed from the bridge or from the river level. The land use within the Project area is Greenbelt/Open Space and Rural Residential as defined by Placer County's General Plan, however, there are no residential units in close proximity or within viewing distance of the existing or proposed bridge.

The scenic resources include the Yankee Jims Bridge, the North Fork American River, and views of the canyon seen along Yankee Jims Road and from the bridge (mostly to the north, due to the bridge's alignment with the river). The visual character of the Project will be somewhat compatible with the existing visual character of the corridor.

No Build Alternative

This alternative would maintain the existing visual character of the area assuming the existing bridge remains open. However, rehabilitation of the bridge to meet current design standards was deemed unfeasible due to the structural deficiencies of the bridge. Therefore, under the No Build Alternative, as the structure continues to deteriorate, fencing may be used to prevent vehicle and pedestrian access due to safety concerns. Such fencing would change the visual continuity of the area.

Build Alternative

The Build Alternative would be an arch suspension bridge immediately downstream of the existing bridge. The dominance and scale of the new bridge would be a contrast to the existing bridge. The form of the bridge deck would have less mass than a girder bridge (Alternative 1 further described in Section 4.3), leaving more of the existing bridge's textural pattern visible, however, the steel arches would span above the bridge and be higher than the existing bridge. The arch suspension structure has more continuity with the existing bridge.

The following describes and illustrates visual impacts by key views, compares existing conditions to the Build Alternative, and includes the predicted viewer response. The below figures display renderings of the Build Alternative in comparison to the existing view (see Figure 5 through 7).

Viewer Response

Motorists and recreationalists, who typically arrive by vehicle, would have the new bridge in their line of sight before viewing the existing bridge in the background simply due to the location. The activity of driving across the bridge would provide viewers with the opportunity to view the existing bridge from an entirely new perspective. Overall viewer response level is moderate.

Resource Change

The arch suspension bridge would affect the dominance in the area and the scale of the proposed structure is much larger than the existing bridge. However, the new bridge, provides a good view of the river downstream and perspective of the historic bridge. Furthermore, the line, color, and textural pattern fits into the surrounding landscape thus not having as great an impact on visual continuity. The overall resource change would be moderate.

Figure 5. Build Alternative Facing Downstream



Figure 6. Key View 1 Existing Condition



Key View 1 is from Yankee Jims Road traveling from Colfax to Foresthill looking northeast. This represents the view from the road after motorists round a corner. This viewpoint offers the greatest "full" view of the bridge other than being on the bridge itself.

Figure 7. Key View 1 Proposed Condition



View of Build Alternative from the road after motorists round a corner.

3.1.3 Thresholds of Significance

Would the Project result in:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

3.1.4 Environmental Impacts

IMPACT AES-1: Potential to have a substantial adverse effect on a scenic vista?

The Project area is located in a canyon with the natural landscape and environment contributing the most visual effects. The river and existing bridge are focal points of view. The scenic resources in the area are viewed from on, under, and in close vicinity to the existing bridge.

Temporary Construction Visual Impacts

Construction would occur over the course of two to three seasons (or two to three different years). Delivering supplies and equipment for the Project would be accomplished by utilizing the existing roadway, which will require improvements to accommodate large equipment. It is anticipated that the existing bridge would remain accessible when construction is not occurring. The Colfax side will remain closed during construction and short-term, intermittent closures on the Foresthill side will be necessary during specific periods to deliver materials, equipment, and to construct the new bridge. The main staging area will occur west of I-80 off of South Auburn Street, due to limited space near the bridge and to decrease temporary visual impacts to viewers. Smaller staging areas will be established near the bridge on the west side of the river further up Yankee Jims Road, and near Yankee Jims Road and Gillis Hill Road (see Figure 3). Best Management Practices (BMP's) and mitigation measures would be implemented to limit dust and lessen biological impacts (discussed in subsequent sections). Construction is anticipated to occur during daylight hours; however, it may be necessary to carry out some construction activities at night due to time constraints and to lessen access impacts to and from the bridge.

As the scenic resources are viewed from on, under, and in close vicinity to the existing bridge, which will remain in place, a new bridge will not result in significant impacts. Impacts related to the Build Alternative would be **Less than Significant.** The No Build Alternative would result in **No Impact.**

IMPACT AES-2: Potential to damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

The Project is not located within a State Scenic Highway and will limit the impact to scenic resources to the greatest extent possible. Tree removal and/or trimming around the existing Yankee Jims Bridge will be required in the cut and fill limits. Where feasible, trees will be trimmed rather than fully removed. Additionally, tree trimming and/or removal is necessary to accommodate anticipated road improvements along Yankee Jims Road and to allow for vertical clearance for large construction equipment. A total of approximately 245 trees are anticipated for removal. Approximately 27 of these trees will be removed along Yankee Jims Road as part of the roadway improvements, and approximately 218 trees will be removed around the existing and proposed Yankee Jims Bridge. However, implementation of Measures **VIS-2, BIO-9** and **BIO-11** would ensure that impacts are lowered to less than significant levels. All open graded areas will be revegetated with native species following construction using BMP's, as described in measure **BIO-1** and **BIO-11** (see Section 3.4). Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings?

The visual character of the Project will be somewhat compatible with the existing visual character of the corridor and not substantially degrade the continuity. The visual quality of the existing corridor will be altered by the Project but would be less than significant with the implementation of measures **VIS-1** through **VIS-3**. Impacts related to Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The new bridge will not create a substantial new source of light or produce glare that would adversely affect views in the area. Therefore, the Build Alternative would result in **No Impact**. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would partially block the view of the existing bridge when approaching from the west. The bridge would also partially block the river downstream seen from the existing bridge. The Build Alternative creates a moderate visual impact. Additionally, the Build Alternative would result in the trimming/removal of approximately 245 trees and there will be no new sources of substantial light or glare added. With implementation of measures **VIS-1** through **VIS-2**, **BIO-1, BIO-9,** and **BIO-11** impacts would be **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. No mitigation measures would be implemented. Aesthetics could be affected under this alternative should the bridge deteriorate to a point that access would be closed to pedestrian and vehicular traffic using a permanent barricade that would obstruct current views of and from the existing bridge. Additionally, if the bridge fails and collapse the bridge itself and surrounding environmental would drastically change the visual environment resulting in a **Potentially Significant Impact**.

3.1.5 Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid or minimize visual impacts will be incorporated into the Project.

VIS-1: Staging areas will occur at a location west of I-80 along South Auburn Street, as well as another smaller location along Yankee Jims Road near Gillis Hill Road. Smaller equipment will be staged around the existing Yankee Jims Bridge, where feasible.

VIS-2: Tree and vegetation removal will be limited to the greatest extent possible to accommodate for the new roadway alignment.

VIS-3: Aesthetic treatments and design features will be incorporated into the final design.

- This includes design features of the chosen bridge alternative, as well as aesthetic treatments to the area north of the existing bridge (east of the river).

See Section 3.4 Biological Resources for measures **BIO-1, BIO-9, and BIO-11.**

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 Regulatory Setting

State Laws and Requirements

Assembly Bill 2881 – Right to Farm Disclosure

Assembly Bill (AB) 2881 was passed by the State Legislature in 2008 and became effective January 1, 2009. This bill requires that as a part of real estate transactions, land sellers and agents must disclose whether the property is located within 1 mile of farmland as designated on the most recent Important Farmland Map. Any of the five agricultural categories — Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land — on the map qualifies for disclosure purposes.

Placer County General Plan

The Placer County General Plan Section 7 – Agricultural and Forestry Resources, contains goals, objectives, and policies related to Agriculture and Forestry Resources. The following goals are applicable to Agriculture and Forestry Resources:

- Goal 7.A, *To provide for the long-term conservation and use of agriculturally-designated lands.*
- Goal 7.B, *To minimize existing and future conflicts between agricultural and non-agricultural uses in agriculturally-designated areas.*
- Goal 7.E, *To conserve Placer County's forest resources, enhance the quality and diversity of forest ecosystems, reduce conflicts between forestry and other uses, and encourage a sustained yield of forest products.*

Placer Legacy Open Space and Agricultural Conservation Program

The Placer Legacy Open Space and Agricultural Conservation Program was established in 2000 by the Placer County Board of Supervisors to implement specific elements of the County General Plan that support proactive open space conservation and protection while benefiting the County's economic future and supporting local land use control. The key objectives include:

- Maintain a viable agricultural segment of the economy
- Conserve natural features necessary for access to a variety of outdoor recreation opportunities;
- Retain important scenic and historic areas;
- Preserve the diversity of plan and animal communities;
- Protect endangered and other special status plant and animal species;
- Separate urban areas into distinct communities; and
- Ensure public safety

3.2.2 Thresholds of Significance

Would the Project result in:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as

shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

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

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

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

3.2.3 Environmental Setting and Existing Conditions

The Project area is located within land owned by BOR and is designated as an area of Water Influence (west of the river) and Water Influence/Private Ownership 4.6 – 20 Acre Minimum (east of the river) and zoned as W-B-X 160 Acre Minimum per the Placer County General Plan.

The Project area is designated as Other Land in the California Department of Conservation's (CDC) Important Farmland Finder (CDC 2021). There are no farmlands in the Project area that are used for the purposes of agriculture. However, the Project area does contain timberland owned by BOR.

3.2.4 Environmental Impacts

IMPACT AG-1: Potential to 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?

Based on the California Important Farmland Finder map there are no farmlands within the Project area and the land is identified as Other Land on the Farmland Finder map. Therefore, the Build Alternative would result in **No Impact**. The No Build Alternative would result in **No Impact**.

IMPACT AG-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract?

Based on a review of the Placer County General Plan, there are no parcels with a Williamson Act contract within the Project limits and the Project would not conflict with agricultural zoning or use. Therefore, the Build Alternative would result in **No Impact**. The No Build Alternative would result in **No Impact**.

IMPACT AG-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The Project would not conflict with existing zoning or cause rezoning of any kind in or near the Project area. Although the Build Alternative would result in tree trimming/removal, the Project would continue to be zoned as W-B-X 160 Acre Minimum. Impacts related to the Build Alternative would be **Less than Significant**. The No Build Alternative would result in **No Impact**.

IMPACT AG-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use?

Tree trimming/removal is required under the Build Alternative. However, implementation of Measures **VIS-2**, **BIO-9**, and **BIO-11** would ensure that impacts are less than significant. Compensatory mitigation will be developed during the permitting phase in coordination with CDFW. The Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT AG-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Project area contains no farmlands suitable for the purposes of agricultural activities, which results in no conversion of farmland. The Project area does contain BOR-owned timberland. However, the anticipated tree trimming/removals would not convert a substantial area of forest land to a significant level that would result in non-forest use. In addition, implementation of Measures **VIS-2**, **BIO-9**, and **BIO-11** would ensure that impacts are less than significant. The Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would not affect any farmland or Williamson Act Land. There would be no conflict with existing zoning, and there would be no rezoning of any land as a result of the Project. The Build Alternative would result in the trimming/removal of approximately 245 trees. Implementation of Measures **VIS-2**, **BIO-9**, and **BIO-11** would ensure that impacts would be **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. Therefore, the No Build Alternative would result in **No Impact** to agriculture or forestry resources.

3.2.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have **Less than Significant Impact with Mitigation** to agriculture and forestry resources due to the implementation of Aesthetics measure **VIS-2** and Biological Resources measure **BIO-9** and **BIO-11**.

3.3 AIR QUALITY

3.3.1 Regulatory Setting

Federal Laws and Requirements

The Clean Air Act (CAA) as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

Federal and State Ambient Air Quality Standards

California and the federal government have established standards for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The pollutants of greatest concern in the Project area are ozone, PM-2.5 microns and PM-10 microns. Table 4 shows the state and federal standards for a variety of pollutants.

Table 4: Federal and State Ambient Air Quality Standards

Criteria Pollutant	Average Time	California Standards	National Standards[a]	
			Primary	Secondary
Ozone	1-hour 8-hour	0.09 ppm 0.070 ppm	None[b] 0.070 ppm	None[b] 0.070 ppm
Particulate Matter (PM10)	24-hour Annual Mean	50 µg/m3 20 µg/m3	150 µg/m3 None	150 µg/m3 None
Fine Particulate Matter (PM2.5)	24-hour Annual Mean	None 12 µg/m3	35 µg/m3 12 µg/m3	35 µg/m3 15 µg/m3
Carbon Monoxide	8-hour 1-hour	9 ppm 20 ppm	9 ppm 35 ppm	None None
Nitrogen Dioxide	Annual Mean 1-hour	0.030 ppm 0.18 ppm	0.053 ppm 0.100 ppm	0.053 ppm None
Sulfur Dioxide	Annual Mean 24-hour 3-hour 1-hour	None 0.04 ppm None 0.25 ppm	0.030 ppm 0.014 ppm None 0.075 ppm	None None 0.5 ppm None
Lead	30-Day Average Calendar Quarter 3-Month Average	1.5 µg/m3 None None	None 1.5 µg/m3 0.15 µg/m3	None 1.5 µg/m3 0.15 µg/m3

Sulfates	24-hour	25 µg/m3	None	None
Visibility Reducing Particles	8-hour	-[d]	None	None
Hydrogen Sulfide	1-hour	0.03 ppm	None	None
Vinyl Chloride	24-hour	0.01 ppm	None	None

Source: California Air Resources Board 2016

µg/m^3 = micrograms per cubic meter.
ppm = parts per million
[a] National standards are divided into primary and secondary standards. Primary standards are intended to protect public health, whereas secondary standards are intended to protect public welfare and the environment.
[b] The federal 1-hour standard of 12 parts per hundred million was in effect from 1979 through June 15, 2005. The revoked standard is referenced because it was employed for such a long period and is a benchmark for State Implementation Plans.
[c] The annual and 24-hour NAAQS for sulfur dioxide only apply for 1 year after designation of the new 1-hour standard to those areas that were previously nonattainment for 24-hour and annual NAAQS.
[d] The CAAQS for visibility-reducing particles is defined by an extinction coefficient of 0.23 per kilometer – visibility of 10 miles or more due to particles when relative humidity is less than 70%.

Conformity

The conformity requirement is based on federal CAA Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The Project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. Environmental Protection Agency (EPA) regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for CO, NO_2, O_3, PM, and in some areas (although not in California), SO_2. California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for Pb; however, lead is not currently required by the federal CAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and FTIPs that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the federal CAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization, FHWA, and Federal Transit Administration make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the federal CAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as

described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and FTIP; the project has a design concept and scope that has not changed significantly from those in the RTP and FTIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

State Laws and Requirements

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

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

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

Local Laws and Requirements

Placer County Regional Transportation Plan

The Placer County Transportation Planning Agency is the Regional Transportation Planning Agency for Placer County, this agency adopted its Placer County RTP in November 2019. The RTP documents the policy direction, actions, and funding recommendations that are intended to meet the short- and long-range needs of Placer County's Transportation systems over the next twenty years.

Placer County General Plan

To protect public health and the environment from air quality hazards, the Natural Resources section of the County General Plan (Placer County 2013) includes the following goal:

- Goal 6.G, *Air Quality – Transportation/Circulation* addresses the effort to integrate air quality planning with the land use and transportation planning process.

Placer County Air Pollution Control District

The Placer County Air Pollution Control District (PCAPCD) is the district that covers Placer County. PCAPCD is required by law to achieve and maintain the federal and state Ambient Air Quality Standards.

3.3.2 Environmental Setting and Existing Conditions

Regional Climate and Meteorology

A few key factors that contribute to air quality are the locations of air pollutant sources and the number of pollutants emitted from those sources. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with the topography of an area, all play a role in how air pollutants move and disperse.

The Project area is in the Mountain Counties Air Basin (MCAB). The MCAB lies along the Northern Sierra Nevada, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles. Air pollutants can be transported to Placer County by wind from the Sacramento area.

The climate of the MCAB varies with elevation and proximity to the Sierra Ridge. The terrain features of the basin make it possible for various climates to exist in close proximity. There is a wide variation in rainfall, temperature, and localized winds throughout the basin. Temperature variations have an important influence on basin wind flow, dispersion, vertical mixing, and photochemistry. The Sierra Nevada receives large amounts of precipitation from storms that arrive from the Pacific in the winter, with lighter amounts of moisture that flow from the south in the summer. Winter temperatures in the mountains can be below freezing for weeks at a time, and snow can accumulate. In the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow.

Criteria Pollutants of Concern

Ozone

Ozone is a photochemical oxidant that is formed when Reactive Organic Gas (ROG) and Nitrogen Oxide (NO_X) react with sunlight. Ozone poses a health threat to those who suffer from respiratory diseases as well as to healthy people. Ozone is a respiratory irritant that can cause severe ear, nose, and throat irritation and increases susceptibility to respiratory infections. Ozone has also been associated with causing damage to plants in the form of stunted growth and premature death, along with leaf discoloration and cell damage.

Reactive Organic Gases

ROG are compounds that are made up primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG emissions are associated with the use of paints and solvents, the application of asphalt pacing, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROG, but rather by reactions of ROG to form secondary pollutants such as ozone.

Nitrogen Oxides

NOx is a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. The two major forms of NOx are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NOx acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Carbon Monoxide

CO is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. High CO levels are of greatest concern during the winter when light winds combine with the formation of ground-level temperature inversions from evening through early morning. These conditions trap pollutants near the ground, reducing the dispersion of vehicle emissions. Vehicles tend to release more CO at low air temperatures. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Particulate Matter

PM consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of particulates are now generally considered: inhalable coarse particles, or PM10, and inhalable fine particles, or PM2.5. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Wind on arid landscapes also contributes to local particulate loading. Both PM10 and PM2.5 may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Table 5: NAAQS and CAAQS Attainment Status for Placer County

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 1-Hour	Unclassified	Non-attainment
Ozone – 8-Hour	Non-attainment	Non-attainment
PM_{10}	Unclassified	Non-attainment
$PM_{2.5}$	Unclassified/Attainment	Unclassified/Attainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Unclassified	Attainment
Hydrogen Sulfide	Unclassified	Unclassified
Source: California Air Resources Board 2019		

The Project is not anticipated to result in a permanent increase of emissions. Therefore, the current designation/classification of attainment status is not expected to change from what is listed on Table 5. Table 6 below shows the PCAPCD's thresholds of significance for air pollutants.

Table 6: Placer County Air Pollution Control District Thresholds of Significance

Thresholds of Significance		
Pollutant	**Construction [pounds (lbs.) per day]**	**Operation (lbs. per day)**
NO_x	82 lbs./day	55 lbs./day (0.0275 tons/day)
VOC	82 lbs./day	55 lbs./day (0.0275 tons/day)
PM_{10}	82 lbs./day	82 lbs./day (0.041 tons/day)
Source: PCAPCD Review of Land Use Projects Under CEQA Policy, 2016		

3.3.3 Thresholds of Significance

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?
c) Expose sensitive receptors to substantial pollutant concentrations?
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

3.3.4 Environmental Impacts

IMPACT AIR-1: Potential to conflict with or obstruct implementation of the applicable air quality plan?

The Project is consistent with current site land use and zoning and will not conflict with or obstruct implementation of any air quality plan. Therefore, the Build Alternative would result in **No Impact**. The No Build Alternative would result in **No Impact**.

IMPACT AIR-2: Potential to 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?

CARB is required to designate areas of the state as attainment, non-attainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once within a calendar year. The area air quality attainment status of Placer County is shown on Table 5 above. Construction activities would result in short-term and intermittent increases in criteria pollutants; however, these would be temporary and would not result in a cumulatively considerable net increase of any criteria pollutant.

Construction Emissions

Construction activities associated with the construction of the new bridge will result in temporary increases in air pollutants, such as ozone precursors and particulate matter due to operation of gas-powered equipment and earth moving activities. However, the proposed construction activities would be temporary in nature and are not anticipated to generate large amounts of dust or particulates with the implementation of **AQ-1** and **AQ-4**. The Project would be implementing best available control measures, as required by **AQ-1** and **AQ-4**, to reduce dust and particulate spreading. Table 7 below and Appendix B summarizes the Project emissions, which would not exceed the PCAPCD thresholds.

Table 7: Road Construction Emissions Model Estimates

Pollutant	Maximum Daily Construction Emissions (lbs. per Day)	PCAPCD Construction Emissions Threshold (lbs. per Day)
	Alternative 2[1]	
Respirable Particulate Matter (PM10)	80.8 lbs./day	82 lbs./day
NOX	17.93 lbs./day	82 lbs./day
ROG	6.71 lbs./day	82 lbs./day
1. Mitigation measures AQ-2 and AQ-3 were added into the RCEM model to reduce PM10 emissions to below PCAPCD thresholds.		
Source: Road Construction Emissions Model, Version 9.0.1 & PCAPCD Review of Land Use Projects Under CEQA Policy, 2016		

The Project's construction emissions were modeled using the Road Construction Emissions Model (RCEM) developed by Sacramento Metropolitan Air Quality Management District (SMAQMD) (SMAQMD 2016), which is the accepted model for all CEQA roadway projects throughout California. The RCEM estimates construction equipment effects of criteria pollutants including NO_X, VOCs, and directly emitted PM10. The RCEM was calculated with the Project's construction anticipated to take approximately 36 months and 8 acres as the maximum area disturbed per day during construction. All other fields used the default values created by the RCEM. Due to the large scale of the Project, measures **AQ-2** and **AQ-3** were included as mitigation measures in the RCEM to reduce PM10 emissions. The RCEM results were then compared with the PCAPCD Air Quality Significance Thresholds to determine if the Project would exceed any regional thresholds of significance. As summarized in Table 7, with implementation of mitigation measures, construction related emissions will not exceed PCAPCD threshold criteria for significant air quality impacts. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**.

Operational Emissions

The Project will be replacing the existing one-lane structure with a new two-lane structure. Operational emissions are not anticipated to increase, as the projected population growth in the area is minimal. In addition, emissions could slightly improve. Currently, vehicles utilizing the bridge idle for periods of time while waiting for oncoming traffic to cross the bridge. Since the Project will be adding an additional lane, idling times should decrease, resulting in less emissions. Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment. The No Build alternative would result in **No Impact**.

IMPACT AIR-3: Potential to expose sensitive receptors to substantial pollutant concentrations?

The Project would not generate any long-term, operational pollutant concentrations, and the Project location is in a sparsely populated area. However, recreational users that use the North Fork of the

American River in the vicinity could be exposed to pollutants in the air caused by temporary construction activities. Measure **AQ-1** through **AQ-4** would be implemented to reduce temporary air quality impacts related to construction. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT AIR-4: Potential to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Short-term air quality impacts may occur due to the release of particulate emissions (airborne dust) generated by construction activities; however, there are no sensitive receptors within or immediately adjacent to the Project area. Recreational users that use the North Fork of the American River in the vicinity could be exposed to temporary emissions and dust caused by construction activities, however, measure **AQ-1** through **AQ-4** would reduce potential impacts to a less than significant level. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

Construction activities associated with the construction of the new bridge will result in temporary increases in air pollutants, such as ozone precursors and particulate matter due to operation of gas-powered equipment and earth moving activities. With implementation of the mitigation measures below, the Build Alternative would not exceed the PCAPD Air Quality Significance Thresholds, and impacts would be **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and therefore the No Build Alternative would have **No Impact** on air quality.

3.3.5 Avoidance, Minimization, and/or Mitigation Measures

Avoidance and minimization measures would be implemented throughout construction, including the use of BMPs outline below.

AQ-1: The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows:

- Water will be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
- All distribution equipment will be equipped with a positive means of shutoff.
- Unless water is applied by means of pipelines, at least one mobile unit will be available at all times to apply water or dust palliative to the Project.
- If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water will not be conveyed in tanks or drain pipes that will be used to convey potable

water and there will be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances will be marked “NON-POTABLE WATER – DO NOT DRINK.”

- Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

AQ-2: The on-road heavy-duty truck fleet used for the Project will be limited to vehicles of model year 2010 or newer.

AQ-3: All off-road equipment used for the Project is required to meet CARB Tier 4 Standard.

AQ-4: The contractor is required to prepare a dust control plan.

3.4 BIOLOGICAL RESOURCES

Online research, field surveys, and focused rare plant surveys were conducted to identify special status species and sensitive habitats that may be affected by the Project. The section below presents data findings and provides analysis of impacts. Measures to avoid, minimize, or mitigate impacts are also described within this section.

3.4.1 Regulatory Setting

This section describes the Federal, State, and local plans, policies, and laws that are relevant to biological resources.

Federal Laws and Requirements

Federal Endangered Species Act

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

Clean Water Act

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

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

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

State Laws and Requirements

California Endangered Species Act

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

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

Section 1602: Lake and Streambed Alteration Agreement

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

Section 3503 and 3503.5: Bird and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could contain nesting sites. Take of nesting bird and raptor species will be avoided through pre-construction nesting bird surveys, see measures in Section 3.4.5.

Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the Migratory Bird Treaty Act (MBTA) or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA. Take of nesting bird and raptor species will be avoided through pre-construction nesting bird surveys, see measures in Section 3.4.5.

Local Ordinances

Placer County Tree Ordinance

Article 19.50 Woodland Conservation

The Placer County Tree Ordinance, Article 19.50 Woodland Conservation includes regulations to preserve trees wherever feasible, through the review of all proposed development activities where trees are present on either public or private property, while at the same time recognizing individual rights to

develop private property in a reasonable manner. Tree removal is typically reviewed as part of a discretionary permit process for commercial projects, industrial projects, major subdivision, public projects, or any project requiring a discretionary permit.

3.4.2 Environmental Setting and Existing Conditions

A Natural Environment Study was prepared for the Project in June 2021 to identify potential biological resources and document potential temporary and permanent impacts to such resources (Dokken Engineering 2021).

Study Area

The Biological Study Area (BSA) was defined as the Project area with an approximately 20-ft. buffer (see Figure 8). The Project area includes all temporary and permanent impacts related to the Project, including, but not limited to roadway improvements (culvert replacement/repair and Bunch Creek bridge work), construction access, vegetation removal, staging areas, approach roadways, retaining walls, bridge rehabilitation and construction of the new bridge. The Project BSA is approximately 7 miles long, encompassing Yankee Jims Road from Canyon Way to approximately 1 mile past the existing bridge. The BSA is approximately 163.51 acres and approximately 750 feet from north to south. The BSA is widest at the existing bridge and proposed bridge location.

Physical Conditions

The elevation within the BSA ranges from approximately 900 to 2,300 ft. above mean sea level. In the vicinity of the BSA, annual temperatures range from a high of range from a high of 87 degrees Fahrenheit to a low of 39 degrees Fahrenheit (Weather Spark 2023). The topography within the BSA consists of steep slopes, ranging from 5 to 75 percent slopes. Soil within the BSA consists of Mariposa gravelly loam, 5 to 30 percent slopes, Mariposa-Rock outcrop complex, 5 to 50 percent slopes, Mariposa-Rock outcrop complex, 50 to 70 percent slopes, Maymen-Rock outcrop complex, 50 to 75 percent slopes, Riverwash, Rock outcrop, Sites- Rock outcrop complex, 15 to 30 percent slopes, Xerofluvents, frequently flooded and Xerothrents, cut and fill areas (NRCS 2020).

Biological Conditions

Land cover types within the BSA were classified through the use of literature review in conjunction with biological surveys, jurisdictional delineations and habitat assessments conducted on April 1 and May 8, 2020 (see Appendix C).

Urban/Development

Urban and developed areas within the BSA include paved and dirt roads (Canyon Road, Yankee Jims Road) and parking lots and buildings within the staging area, located west of I-80. No vegetation is present within land cover type. Approximately 29.0 acres of the BSA is classified as urban/development.

Biological Study Area (163.51 acres)

Vegetation Communities

- Bunch Creek (0.04 acres)
- Ephemeral Drainage (0.15 acres)
- Montane Hardwood (125.0 acres)
- Montane Riparian (6.66 acres)
- North Fork of the American River (2.08 acres)
- Shirttail Creek (0.58 acres)
- Urban/Development (29.0 acres)

Page 16
Page 15
Page 14
Page 13
Page 12
Page 11
Page 10
Page 9
Page 8
Page 7
Page 6
Page 5
Page 4
Page 3
Page 2

V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

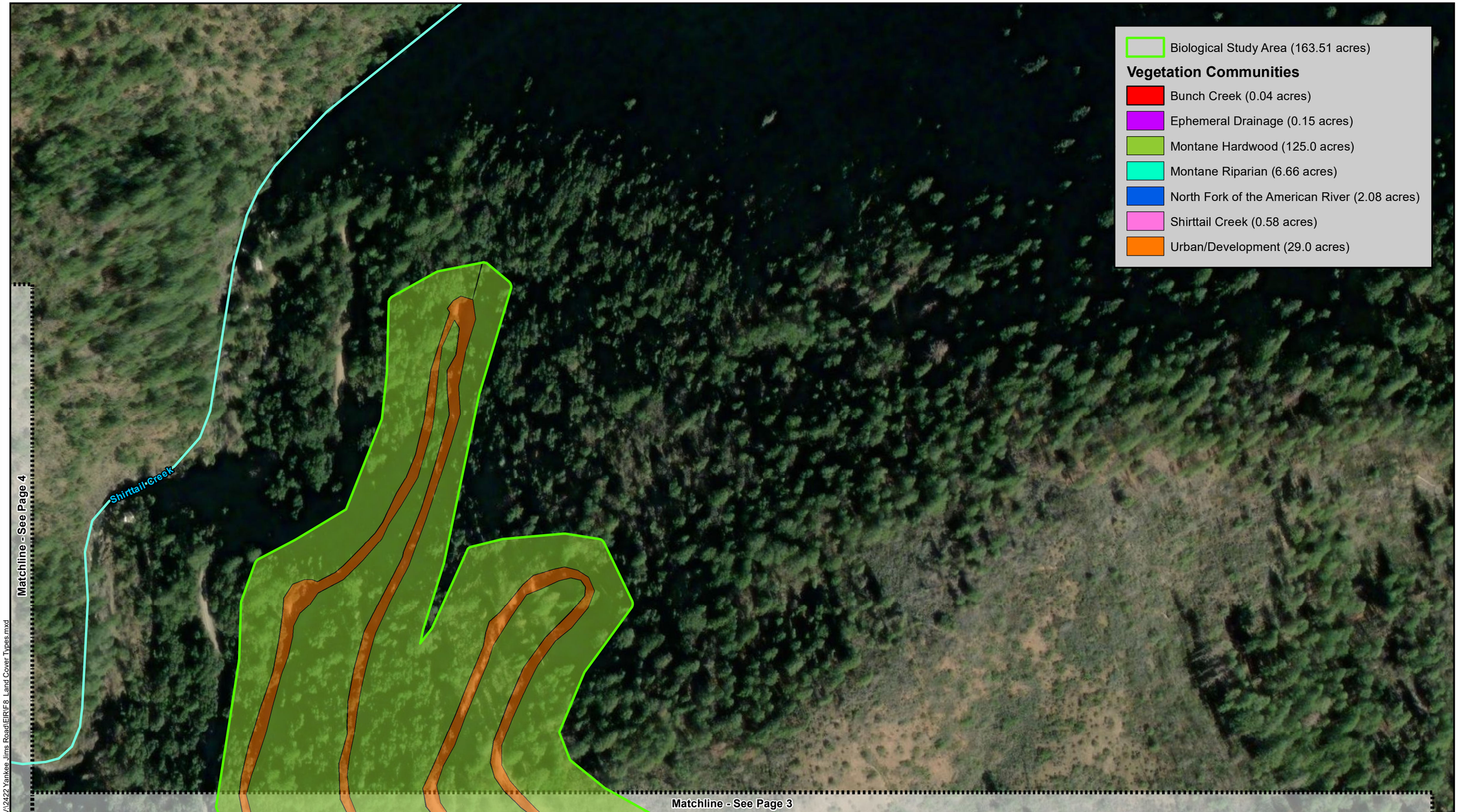
Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 2,000 feet

0 1,000 2,000 3,000 4,000 5,000 Feet



FIGURE 8
Page 1 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

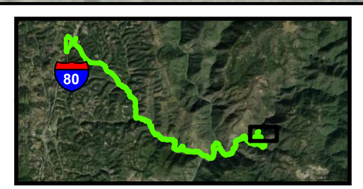


FIGURE 8
Page 2 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

Matchline - See Page 2

Matchline - See Page 4

Matchline - See Page 5

Biological Study Area (163.51 acres)

Vegetation Communities

- Bunch Creek (0.04 acres)
- Ephemeral Drainage (0.15 acres)
- Montane Hardwood (125.0 acres)
- Montane Riparian (6.66 acres)
- North Fork of the American River (2.08 acres)
- Shirttail Creek (0.58 acres)
- Urban/Development (29.0 acres)

V:\2422 Yankee Jims Road\EIR\F8 Land Cover Types.mxd

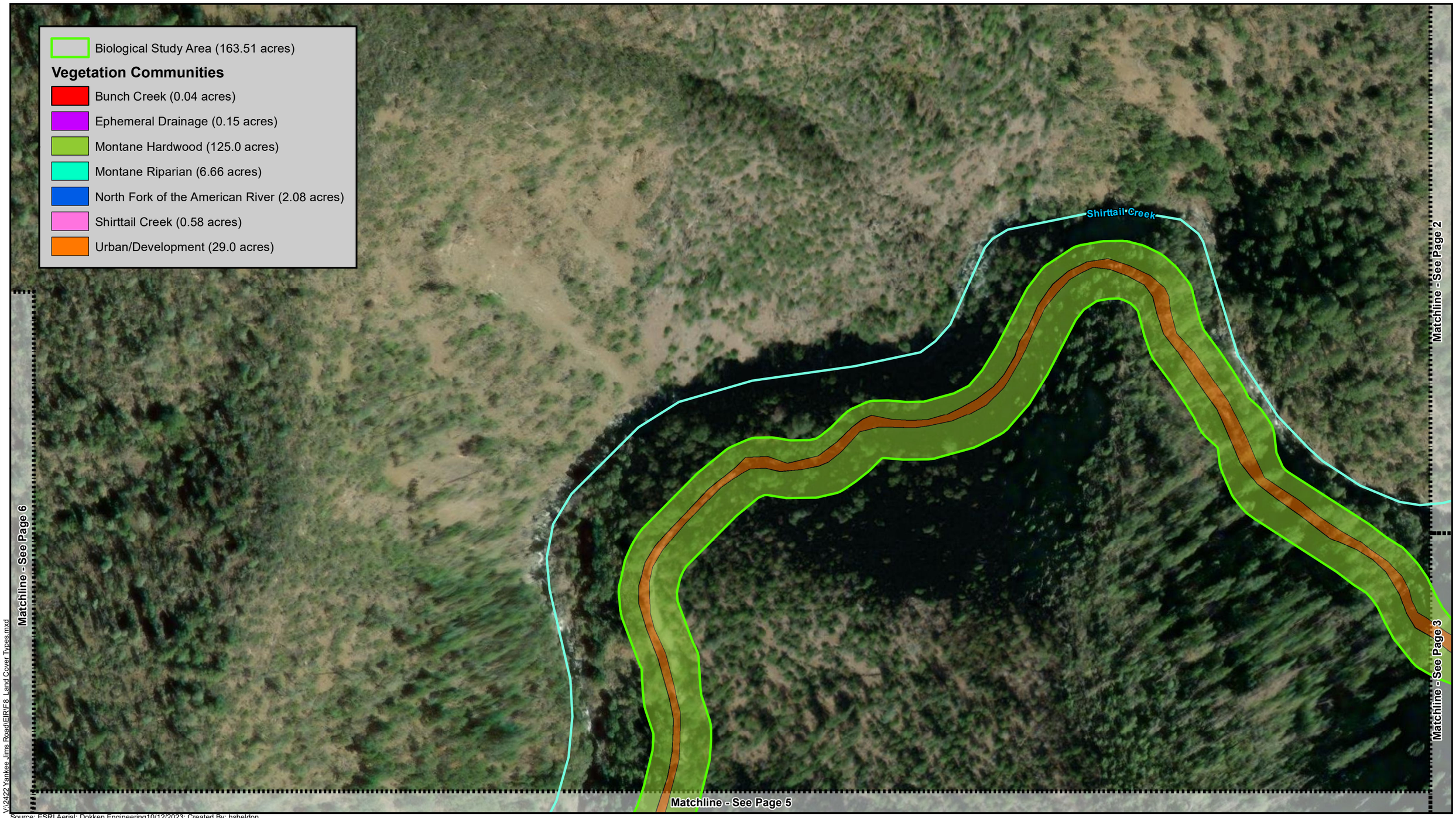
Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 3 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 4 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

Matchline - See Page 4

Matchline - See Page 6

Matchline - See Page 3

Matchline - See Page 7

Shirttail Creek

Biological Study Area (163.51 acres)

Vegetation Communities

- Bunch Creek (0.04 acres)
- Ephemeral Drainage (0.15 acres)
- Montane Hardwood (125.0 acres)
- Montane Riparian (6.66 acres)
- North Fork of the American River (2.08 acres)
- Shirttail Creek (0.58 acres)
- Urban/Development (29.0 acres)

V:\2422 Yankee Jims Road\EIR\F8 Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 5 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

Biological Study Area (163.51 acres)

Vegetation Communities

- Bunch Creek (0.04 acres)
- Ephemeral Drainage (0.15 acres)
- Montane Hardwood (125.0 acres)
- Montane Riparian (6.66 acres)
- North Fork of the American River (2.08 acres)
- Shirttail Creek (0.58 acres)
- Urban/Development (29.0 acres)

Shirttail Creek

North Fork American River

Matchline - See Page 4

Matchline - See Page 8

Matchline - See Page 5

Matchline - See Page 7

V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

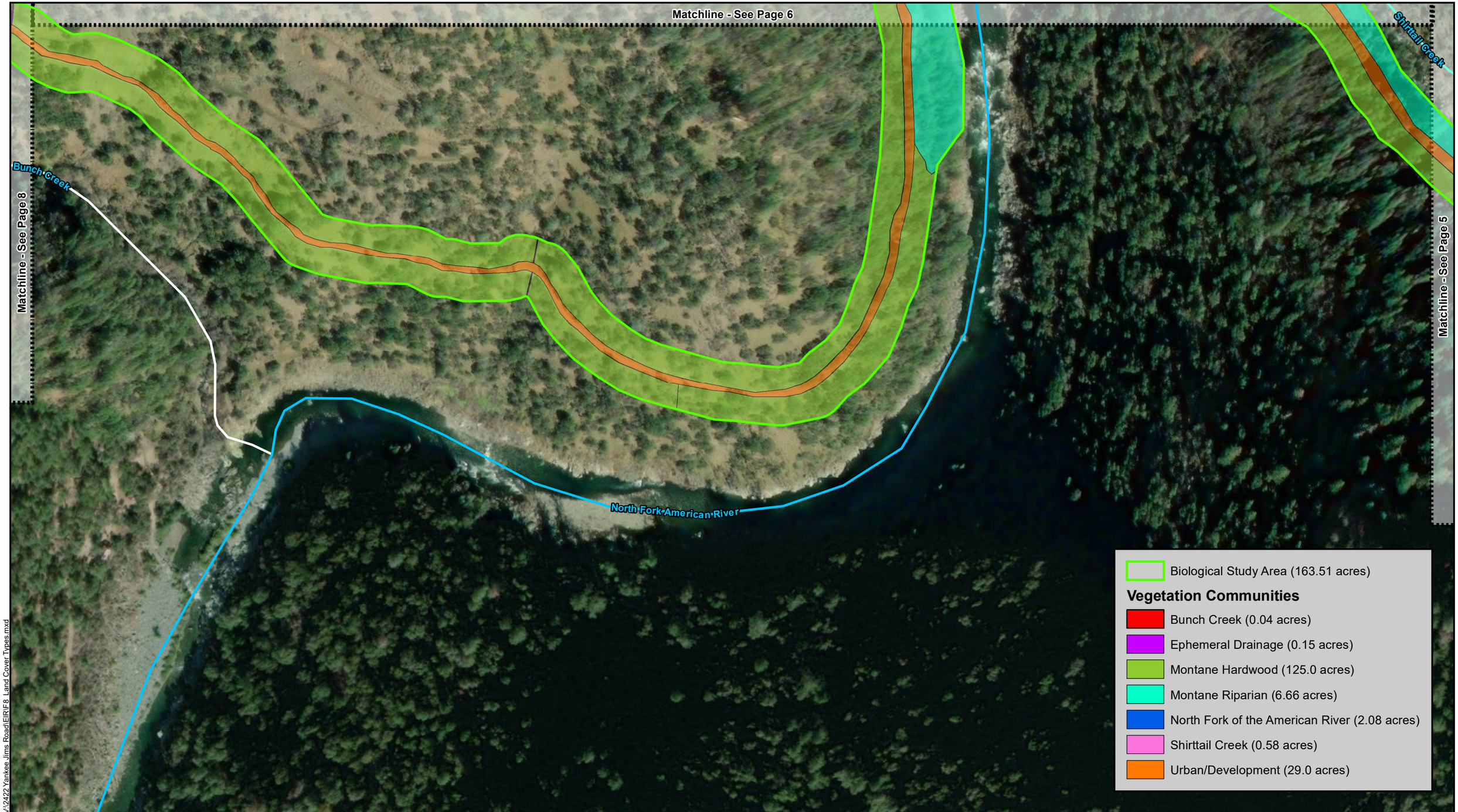
Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 6 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

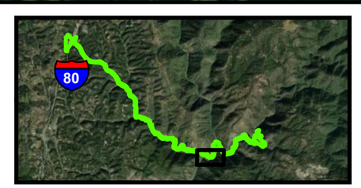
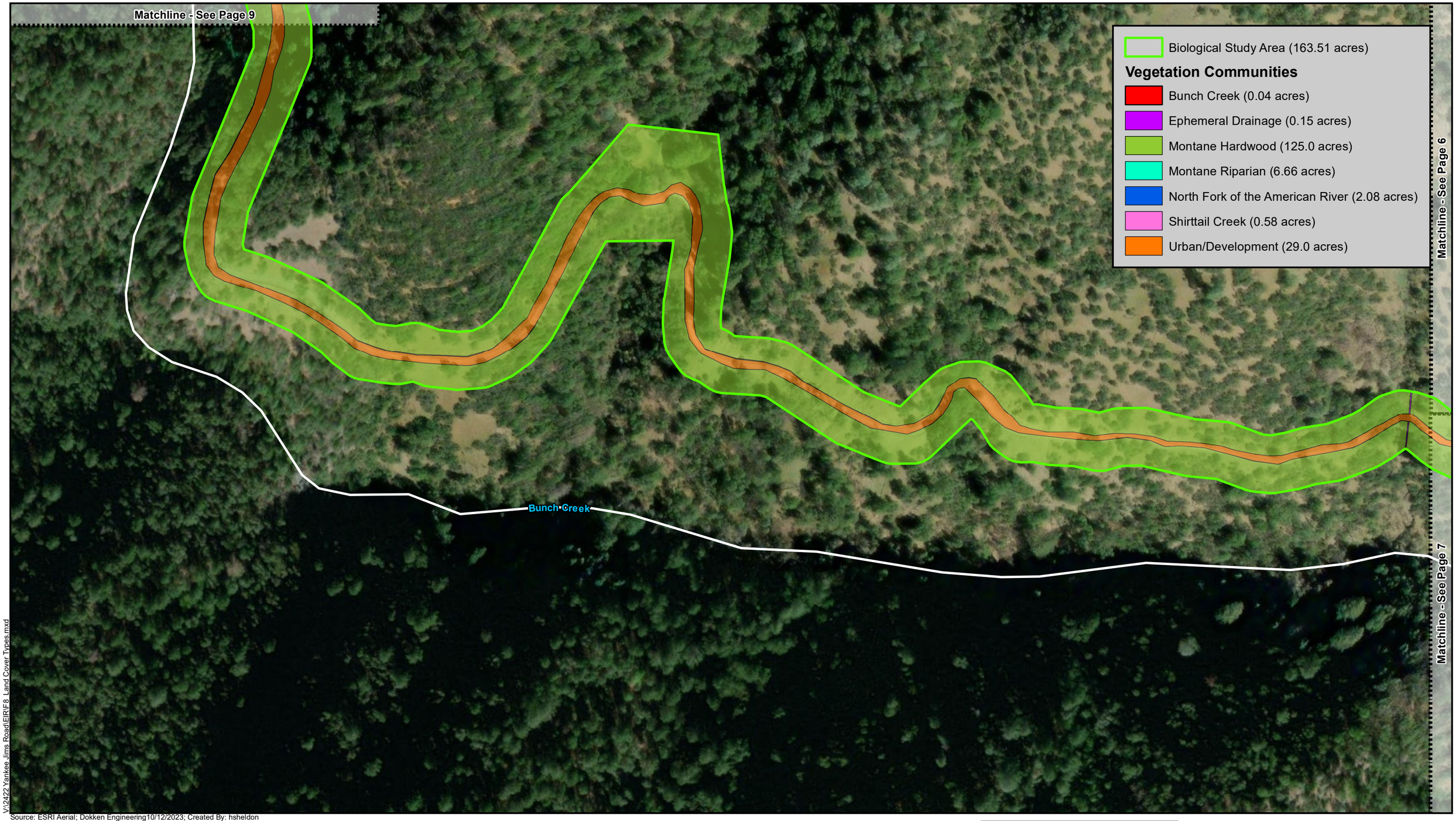


FIGURE 8
Page 7 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

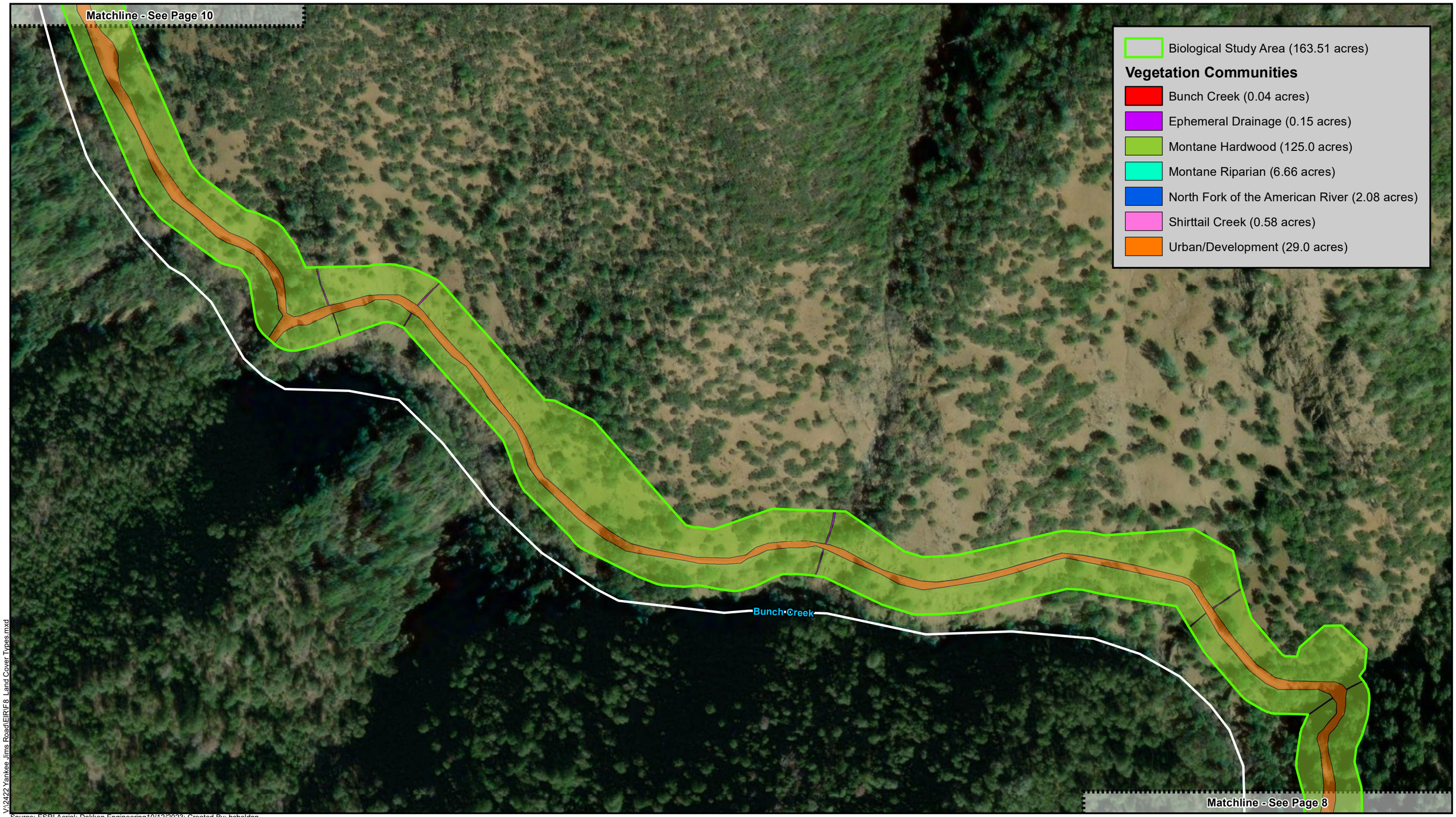
Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 8 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

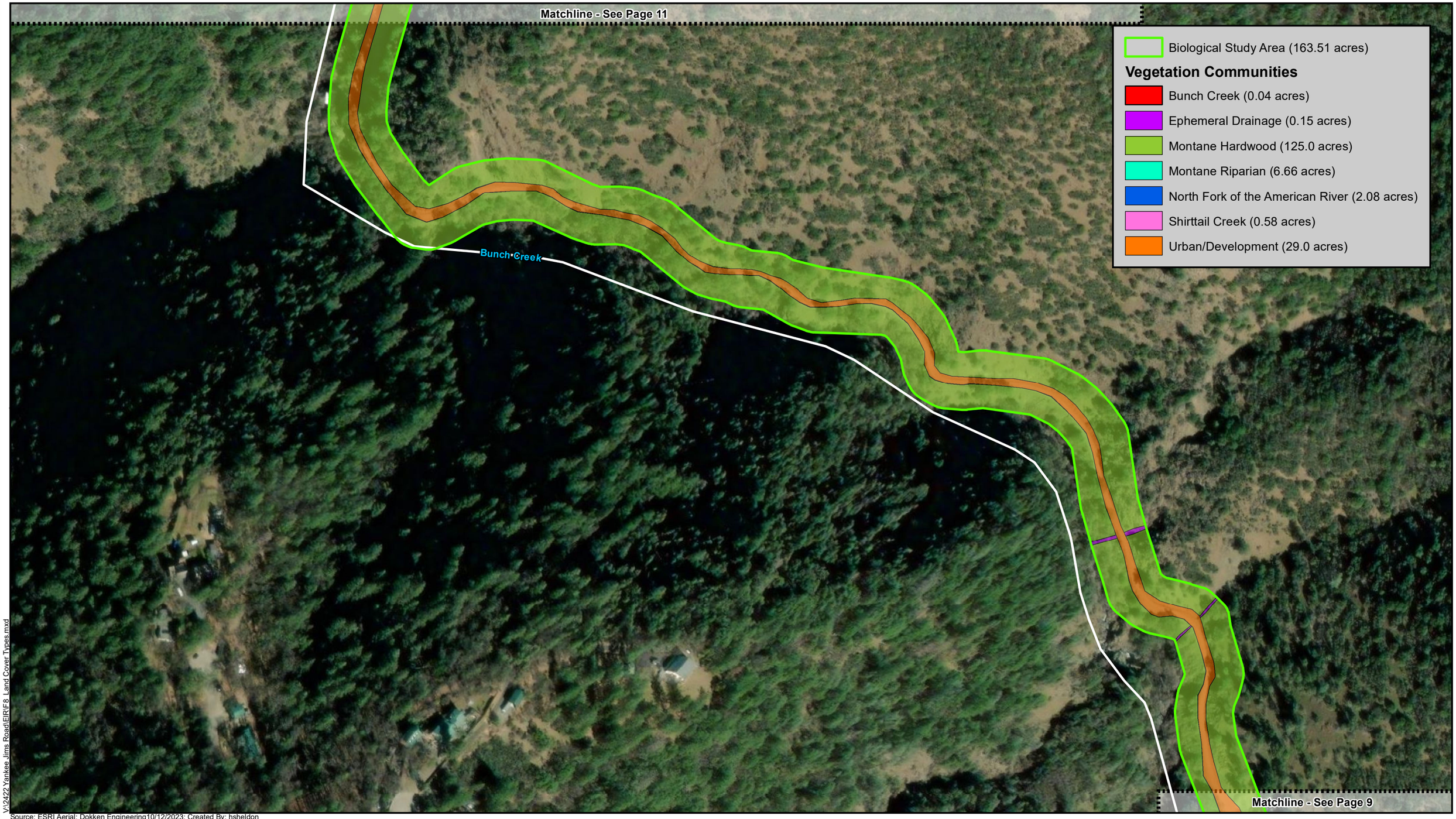
Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 9 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

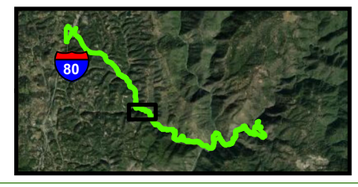
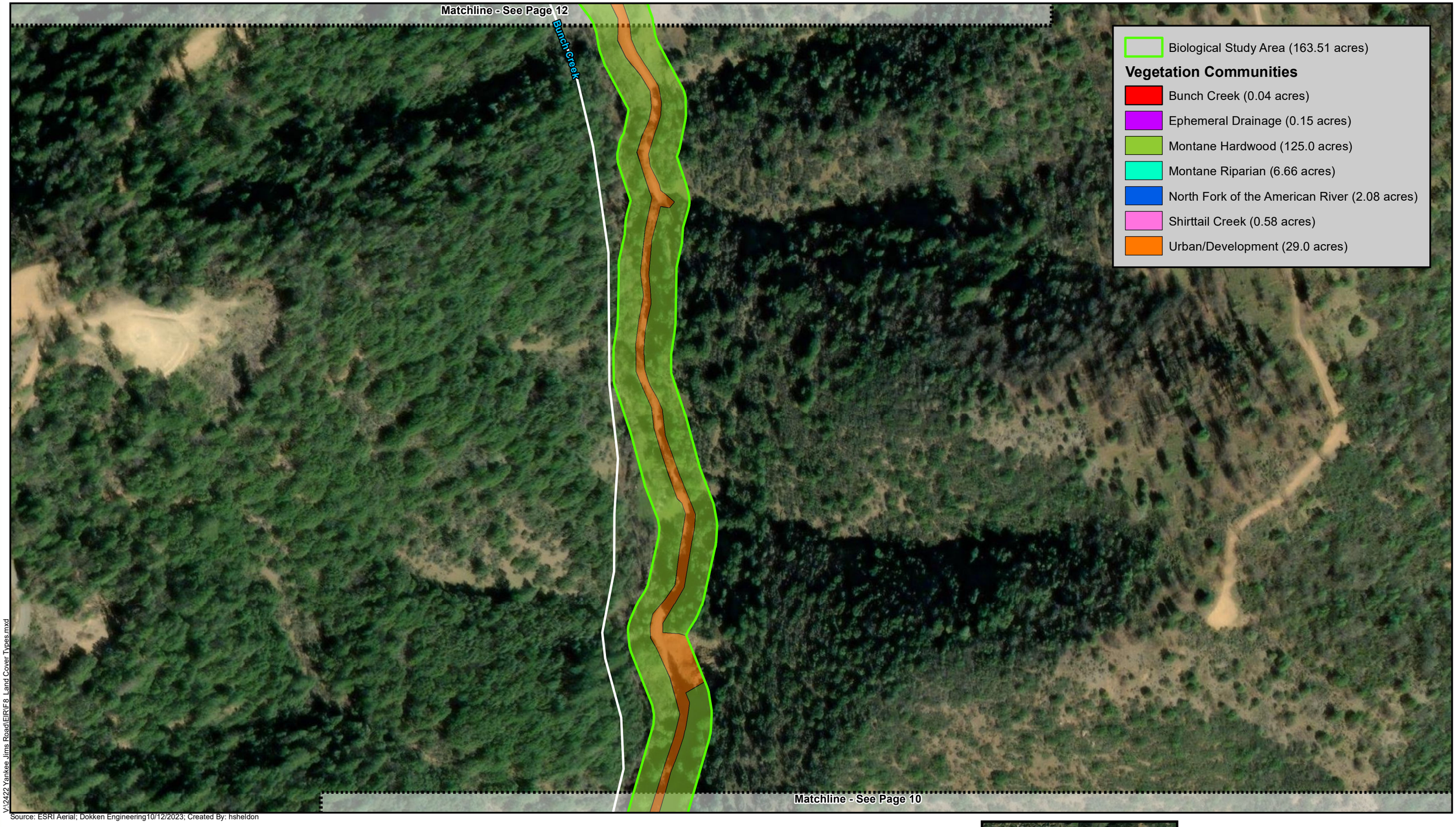


FIGURE 8
Page 10 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

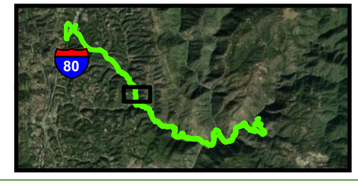


FIGURE 8
Page 11 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

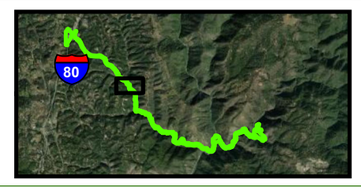


FIGURE 8
Page 12 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

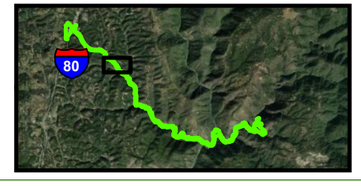
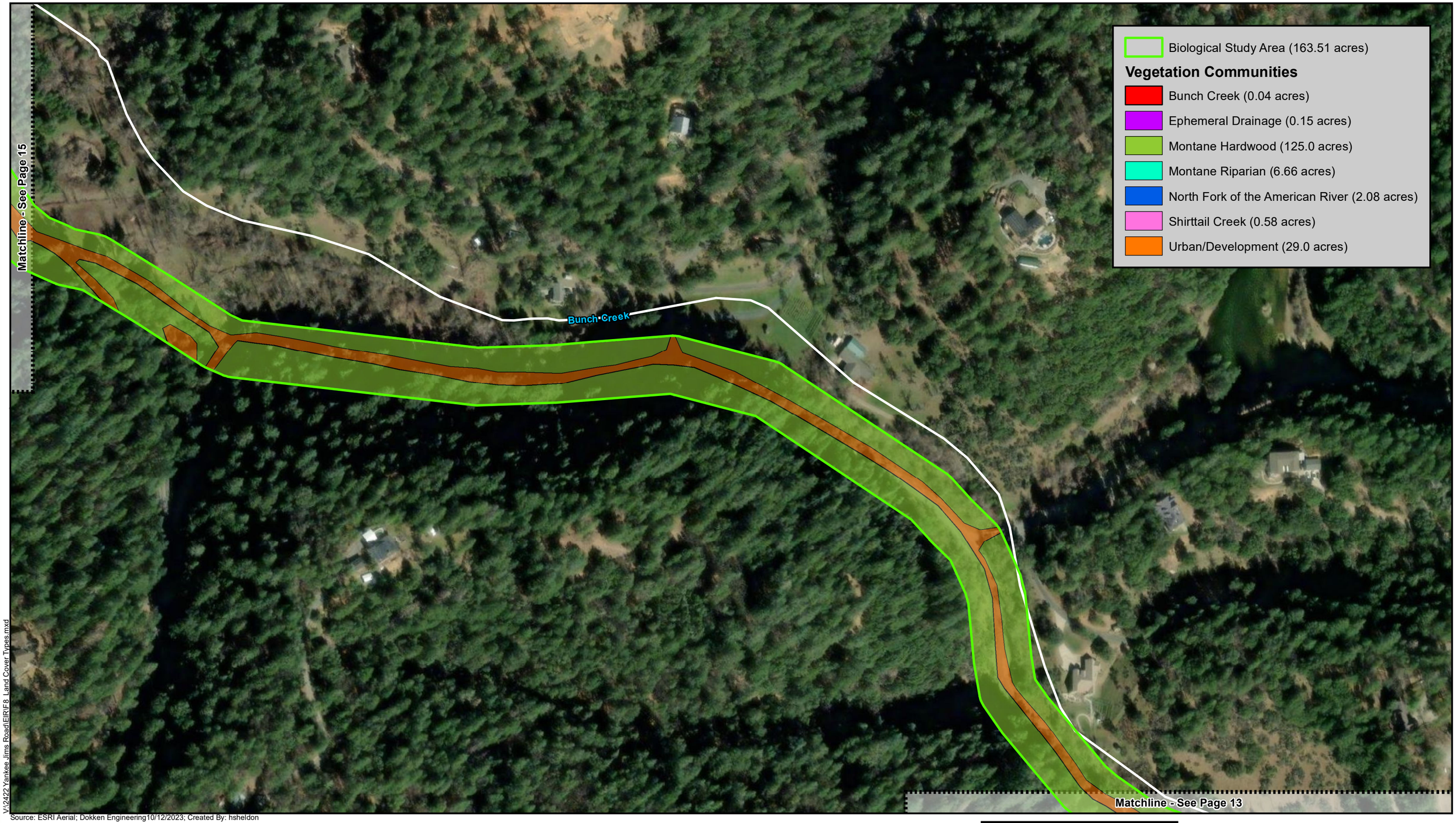


FIGURE 8
Page 13 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 14 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

Matchline - See Page 16

Bunch Creek

Matchline - See Page 14

Biological Study Area (163.51 acres)

Vegetation Communities

- Bunch Creek (0.04 acres)
- Ephemeral Drainage (0.15 acres)
- Montane Hardwood (125.0 acres)
- Montane Riparian (6.66 acres)
- North Fork of the American River (2.08 acres)
- Shirttail Creek (0.58 acres)
- Urban/Development (29.0 acres)

V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

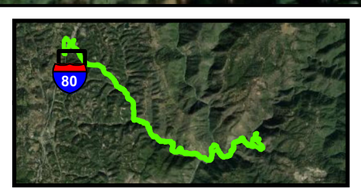


FIGURE 8
Page 15 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California



V:\2422 Yankee Jims Road\EIR\F8_Land Cover Types.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet



FIGURE 8
Page 16 of 16
Land Cover Types
Yankee Jims Bridge Replacement Project (BRLO-5919(099)
Placer County, California

Montane Riparian

The montane riparian habitat within the BSA occurs along the slopes and banks of the North Fork of the American River, Shirttail Creek, and Bunch Creek. This habitat is dominated by riparian trees including pacific willow (*Salix lasiandra)*, white alder (*Ahus rhombifolia)*, California buckeye (*Aesculus californica)* and California bay (*Umbellularia californica).* The understory within montane riparian habitat varies greatly within the BSA. The area west of the North Fork of the American River is predominantly dominated by native herbs and grasses. This area includes native species such as, California poppy (*Eschscholzia californica)*, popcorn flower (*Plagiobothrys tenellus)*, tarweed (*Madia elegans)* and harvest brodiaea (*Brodiaea elegans)*. The understory east of the North Fork of the American River and surrounding Shirttail Creek is dominated by poison oak (*Toxicodendron diversilobum)*, native oak saplings and native fern species. The BSA contains approximately 6.66 acres of montane riparian habitat.

Montane Hardwood

Montane hardwood habitat is found throughout the BSA at higher elevations. This habitat community is dominated by native, hardwood trees including canyon oak (*Quercus chrysolepis*), California bay (*Umbellularia californica*), grey pine (*Pinus sabiniana*) and ponderosa pine (*Pinus ponderosa*). Other tree and shrub species found in this habitat, within the BSA, include whiteleaf manzanita (*Arctostaphylos viscida*), toyon (*Heteromeles arbutifolia*) and coffee berry (*Frangula californica*). The BSA contains approximately 125.0 acres of montane hardwood.

North Fork of the American River

The North Fork of the American River is a perennial freshwater river that flows underneath the existing Yankee Jims Bridge. This river carries waterflow originating from the Sierra Nevada mountains, near Tahoe Lake, and generally flows in a westerly direction. The North Fork of the American River maintains a consistent flow year-round and the riverbed is composed of medium to large boulders. A majority of the riverbed is sunny and open and bordered by large rock walls. The associated riparian vegetation is higher up the banks above large boulders. Approximately 2.08 acres of the North Fork of the American River is present within the BSA.

Shirttail Creek

Shirttail Creek connects to the North Fork of the American River within the northeastern portion of the BSA. Shirttail Creek originates at Sugar Pine Reservoir and flows for approximately 12 miles before joining the North Fork of the American River. The streambed within Shirttail Creek is composed of medium to small boulders and the channel is partially shaded by riparian vegetation. The associated riparian vegetation is on the edge and within the floodplain of Shirttail Creek. Shirttail Creek comprises approximately 0.58 acres of the BSA.

Ephemeral Drainage

There are several (approximately 11) ephemeral drainages along Yankee Jims Road. Water flow within these drainages only occurs in direct response to rainfall during the wet season. These ephemeral drainages do not exhibit a defined bed, bank or channel. The ephemeral drainages flow down from the adjacent hillside and underneath Yankee Jims Road through culverts and eventually discharge to Bunch Creek at the bottom of Bunch Creek Canyon, which runs parallel to Yankee Jims Road throughout most of the BSA. The BSA contains approximately 0.15 acres of ephemeral drainages.

Bunch Creek

Bunch Creek is present in the western portion of the Project area where it crosses Yankee Jims Road under a small bridge/culvert. This creek flows approximately 2.6 miles before entering the North Fork American River downstream of the Yankee Jims Bridge. The streambed within the creek is composed of large to medium boulders and is partially shaded by riparian vegetation. The BSA contains approximately 0.04 acres of Bunch Creek.

Habitat Connectivity

According to CDFW Essential Connectivity Areas, a large portion of the BSA is within a wildlife linkage area, representing paths for wildlife movement (CDFW 2020). Furthermore, the BSA is within a CDFW connectivity rank categorized as irreplaceable and essential corridors. Although the Project is located within an essential wildlife corridor the components of the Project would not create habitat fragmentation or a permanent barrier that would disrupt/impede wildlife movement. Impacts to habitat connectivity for wildlife movement would be temporary during construction of the Project.

Special Status Species and Habitats and Natural Communities of Concern

Plant and animal species are considered to have special status if they have been listed as such by federal state agencies or by one or more special interest groups, such as California Native Plant Society (CNPS). Prior to the field surveys, literature searches of the USFWS, NMFS, California Natural Diversity Database (CNDDB), and CNPS databases were conducted to identify regionally sensitive species with potential to occur in the Project vicinity (see Appendix D). Through the literature research, habitat assessments, and biological surveys, one special status wildlife species, foothill yellow-legged frog (FYLF, *Rana boylii)* was determined to be present within the BSA.

Based on an assessment of available habitats within the BSA and the habitat requirements of special status plant species, and an assessment of the distribution of known occurrences of each species, it was determined that special status plant species are unlikely to occur within the Project limits. In addition, no special status plant species were observed during biological surveys and all special status plant species are presumed absent from the BSA.

Foothill Yellow-Legged Frog

In December of 2019 the CFG Commission made a listing decision under CESA regarding the FYLF. According to the FYLF status review, published by CDFW in September 2019, there are 5 distinct genetic clades of FYLF throughout California. Due to the genetic diversity, geographic isolation and varying threats within the FYLF populations listing of the species has been separated by clade. The southwest/south coast clade, west/central coast clade and the east/southern Sierra clade are listed as state endangered under CESA and the northeast/northern Sierra and the Feather River clade are listed as state threatened under CESA. The FYLF population present within the BSA is part of the northeast/northern Sierra clade listed as threatened under CESA.

The FYLF inhabits shallow streams and riffles with rocky substrate and open, sunny banks in a variety of habitats including chaparral and woodland forests, but the vegetation community is likely less important in determining FYLF occupancy (CDFW 2019). FYLF habitat is characterized by partly shaded, shallow, perennial rivers and streams with a low gradient and rocky substrate that is at least cobble-sized for the species to utilized as basking habitat (Zweifel 1955, Hayes and Jennings 1988). Tadpoles require water for at least three or four months to complete development. The breeding season typically occurs from late March through May and occurs from elevations near sea level to 6,700 ft.

There are over 30 CNDDB documented occurrences of FYLF within a 10-mile radius of the BSA. During a general biological survey conducted on April 1, 2020, one individual FYLF was identified approximately 130 ft. from the existing bridge and 150 ft. upland from the North Fork American River. Furthermore, three FYLF adults were identified during a follow up general biological survey on April 25, 2020, within Shirttail Creek. The FYLFs found within Shirttail Creek were exhibiting breeding behavior.

Suitable FYLF aquatic habitat within the BSA consists of perennial freshwater systems with rocky substrate and riffles, including portions of the North Fork of the American River, Bunch Creek and Shirttail Creek. Additionally, riparian corridors and upland areas along these water features serve as suitable cover and dispersal habitat for the species. Habitat suitability for FYLF was based on upland movement data described in the *Considerations for Conserving the FYLF* (CDFW 2018). Adult FYLF have been recorded and observed traveling over 500 ft. and in some cases over 1,000 ft. away from the aquatic resources they were originally found in (CDFW 2018). Since seasonal and upland movements are still not well understood in this species all upland areas, including montane riparian, montane hardwood, and Yankee Jims Road, have been included as potentially suitable FYLF habitat.

Shirttail Creek and Bunch Creek are the main aquatic features within the BSA that support breeding populations of FYLF, given water flows are typically lower and slower compared to the North Fork of the American River, creating suitable conditions for breeding and egg mass development.

Montane Riparian Habitat

Montane riparian habitat was identified along major creeks and rivers within the BSA, including North Fork American River, Shirttail Creek and Bunch Creek. Montane riparian habitat supports a great diversity and abundance of wildlife species. Due to the availability of water and the complex vegetation structure, insects, birds, reptiles, mammals and amphibians use the riparian habitat for nesting, food, shelter, and as corridors for movement. Riparian plants not only provide critical wildlife habitat, the plants also directly affect living conditions in the stream itself. Montane riparian habitat provides shade that keeps water temperatures cool and create hiding cover for aquatic dependent species and other animals. Leaves and insects dropping from nearby trees and shrubs supply food for many aquatic animals, while plant roots stabilize the bank, preventing erosion and improving water quality. Riparian habitat is recognized as a sensitive habitat community and is protected by CDFW regulations (CFG Code 1600).

The Project will require vegetation removal to accommodate construction access, roadway improvements and bridge construction. Surveys were conducted to determine the approximate number of trees that will be trimmed or removed. Approximately 218 trees will be trimmed or removed at the bridge site, and approximately 27 additional trees will be trimmed or removed along Yankee Jims Road. Of the total approximately 245 trees anticipated for trimming or removal, approximately 73 trees are located within the riparian corridor. Coordination with CDFW will occur through the Section 1602 Lake and Streambed Alteration Agreement process prior to construction to fulfill appropriate mitigation requirements related to impacts to montane riparian habitat.

3.4.3 Thresholds of Significance

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or

NOAA Fisheries?

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

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

3.4.4 Environmental Impacts

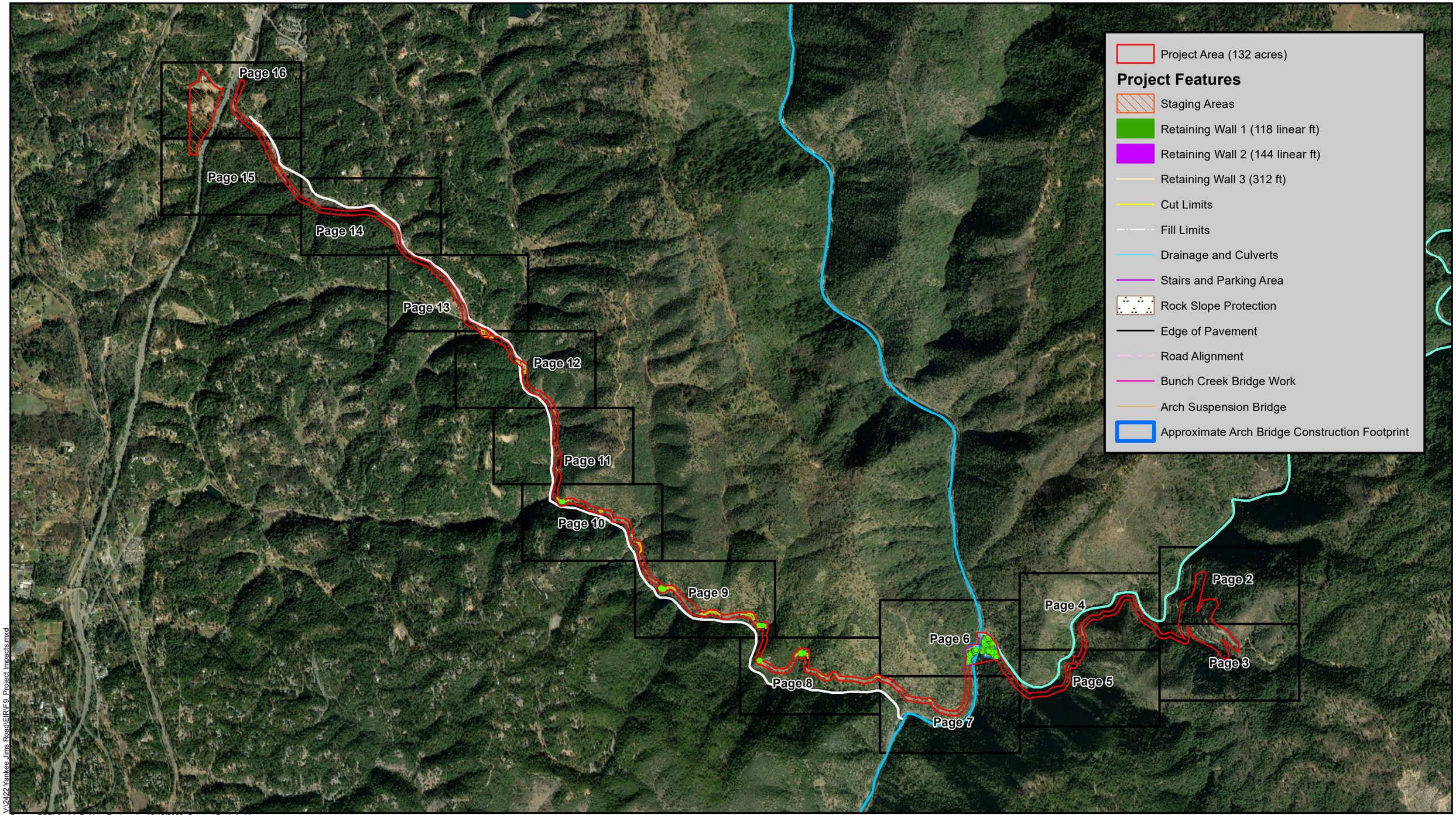
IMPACT BIO-1: Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries.

No Federally listed species were determined to have potential to occur within the BSA, and therefore the Build Alternative would not impact any federally listed species. Furthermore, the BSA does not contain Critical Habitat for any federally listed species.

The FYLF northeast/northern Sierra clade is a state threatened species under CESA and is present within the Project area. Suitable habitat for this species occurs within the Project area, including aquatic, upland and dispersal habitat. FYLF may be impacted as a result of the Build Alternative through direct incidental take and through temporary and permanent habitat modification (see Table 8). Incidental take of FYLF may occur during construction of the Project during activities such as, but not limited to, clearing/grubbing of vegetation, equipment mobilization/construction, hillside removal, roadway improvements, culvert replacements/repairs, work around Bunch Creek Bridge, and during day-to-day operations (moving vehicles and personnel). The term 'take' is defined by CFG Code Section 86 as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill". CESA listed species are also protected under CFG Code Section 2050 and California Code of Regulations (CCR) Title 14 Section 783.1.

Table 8: Estimate of Project Impacts

Land Cover Type	Temporary Impacts (acres)	Permanent Impacts (acres)
Montane hardwood	6.23 acres	1.90 acres
Montane riparian	0.88 acres	0.82 acres
Bunch Creek	0.02 acres	<0.01 acres
Ephemeral Drainages	0.05 acres	0
Shirttail Creek	N/A	N/A
North Fork American River	N/A	N/A



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 2,000 feet

0 1,000 2,000 3,000 4,000 5,000 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

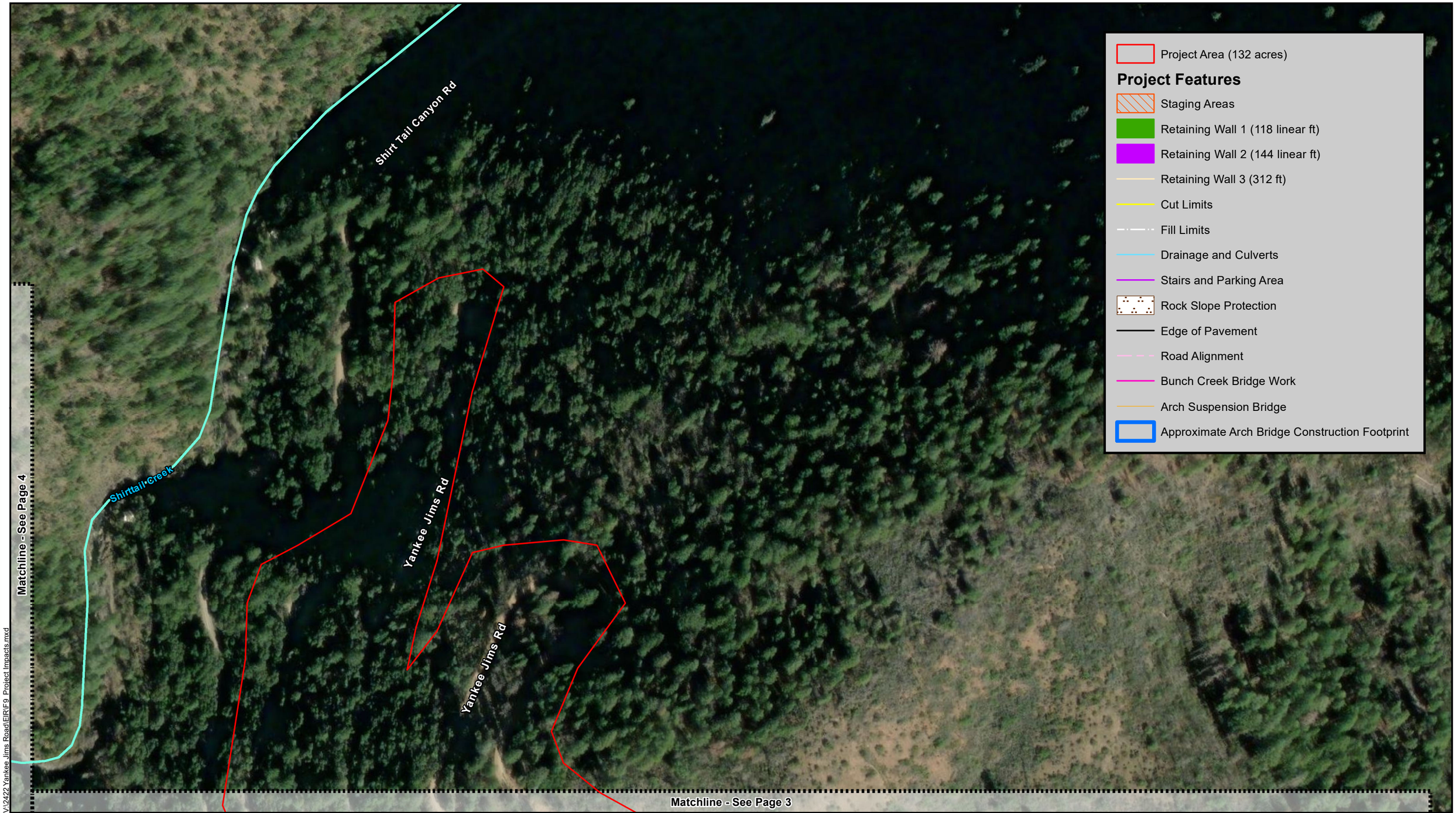
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 1 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)

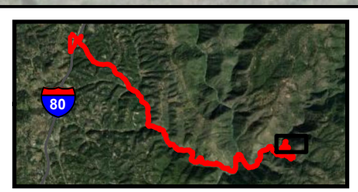
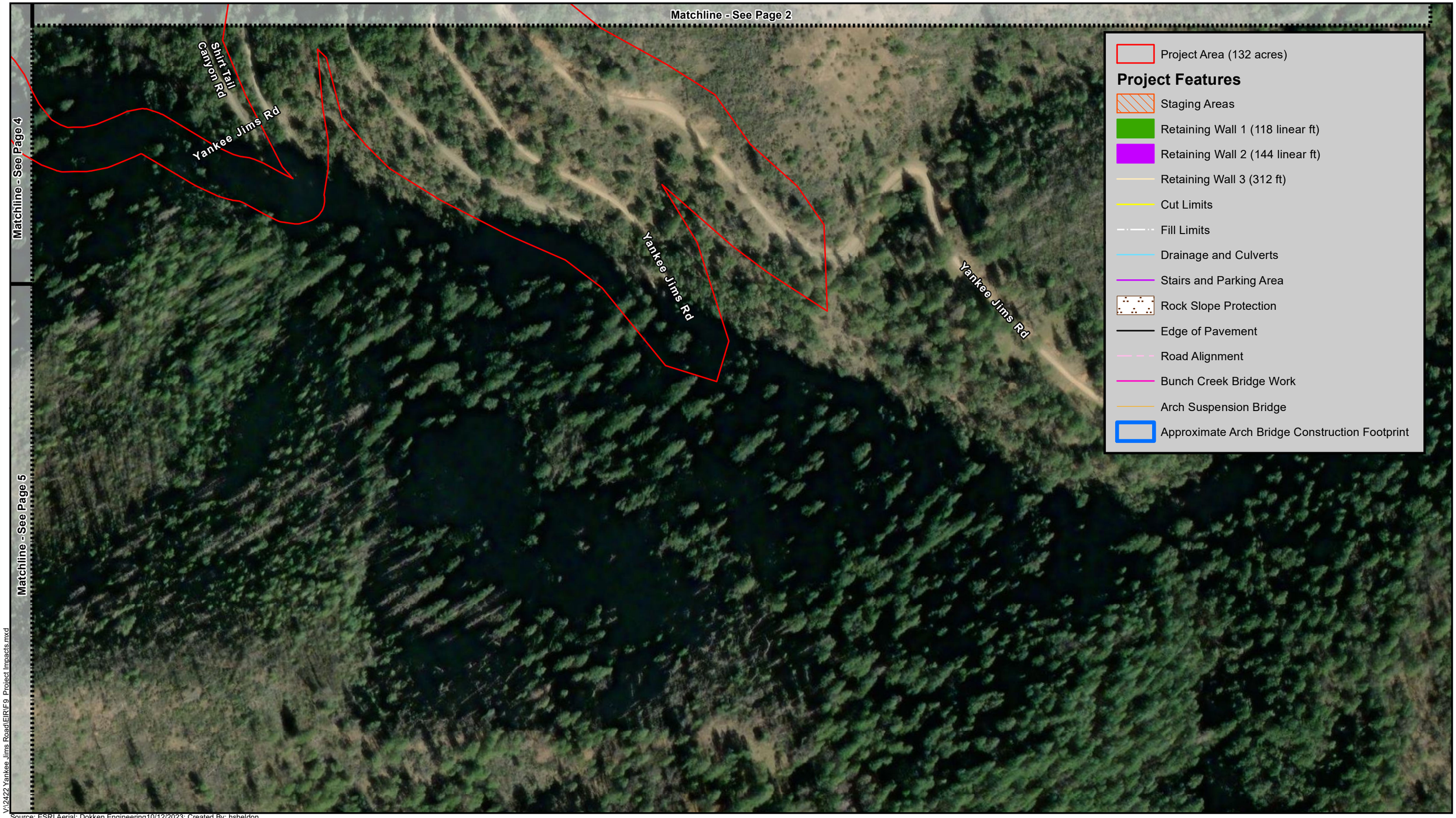


FIGURE 9
Project Impacts
Page 2 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

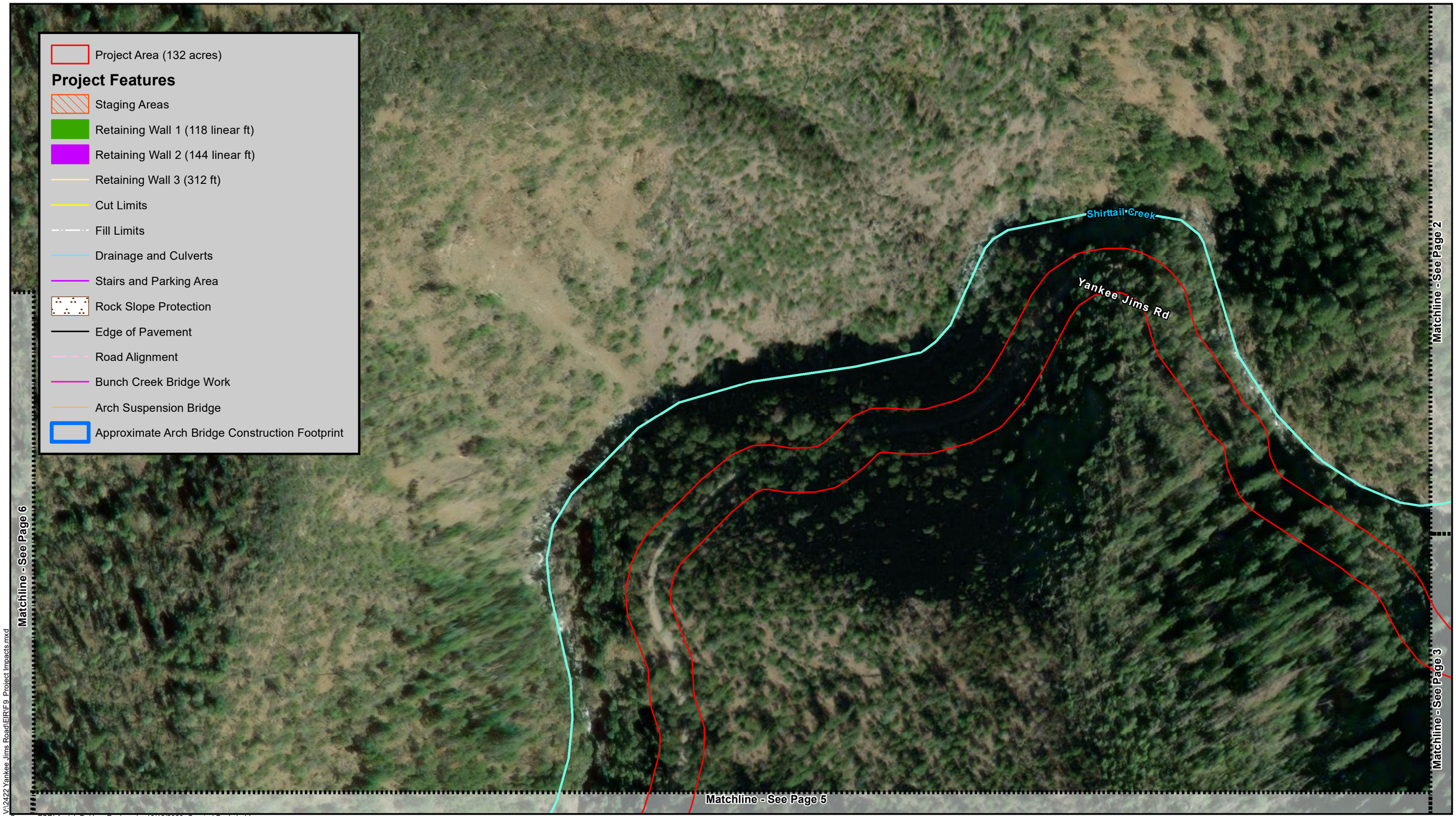
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 3 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)

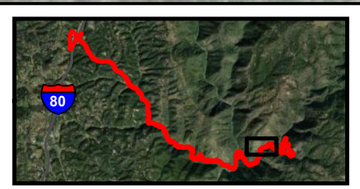
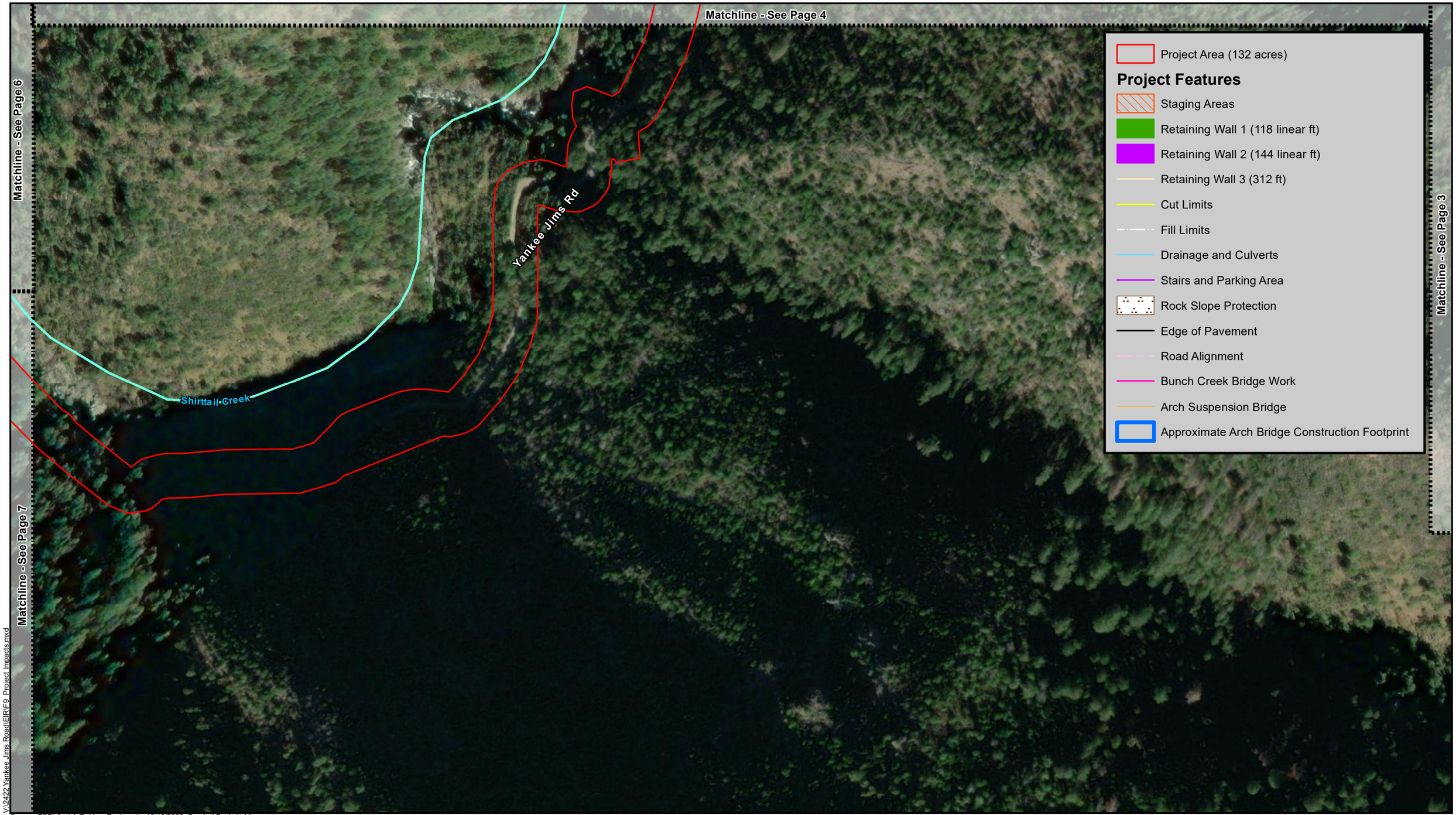


FIGURE 9
Project Impacts
Page 4 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

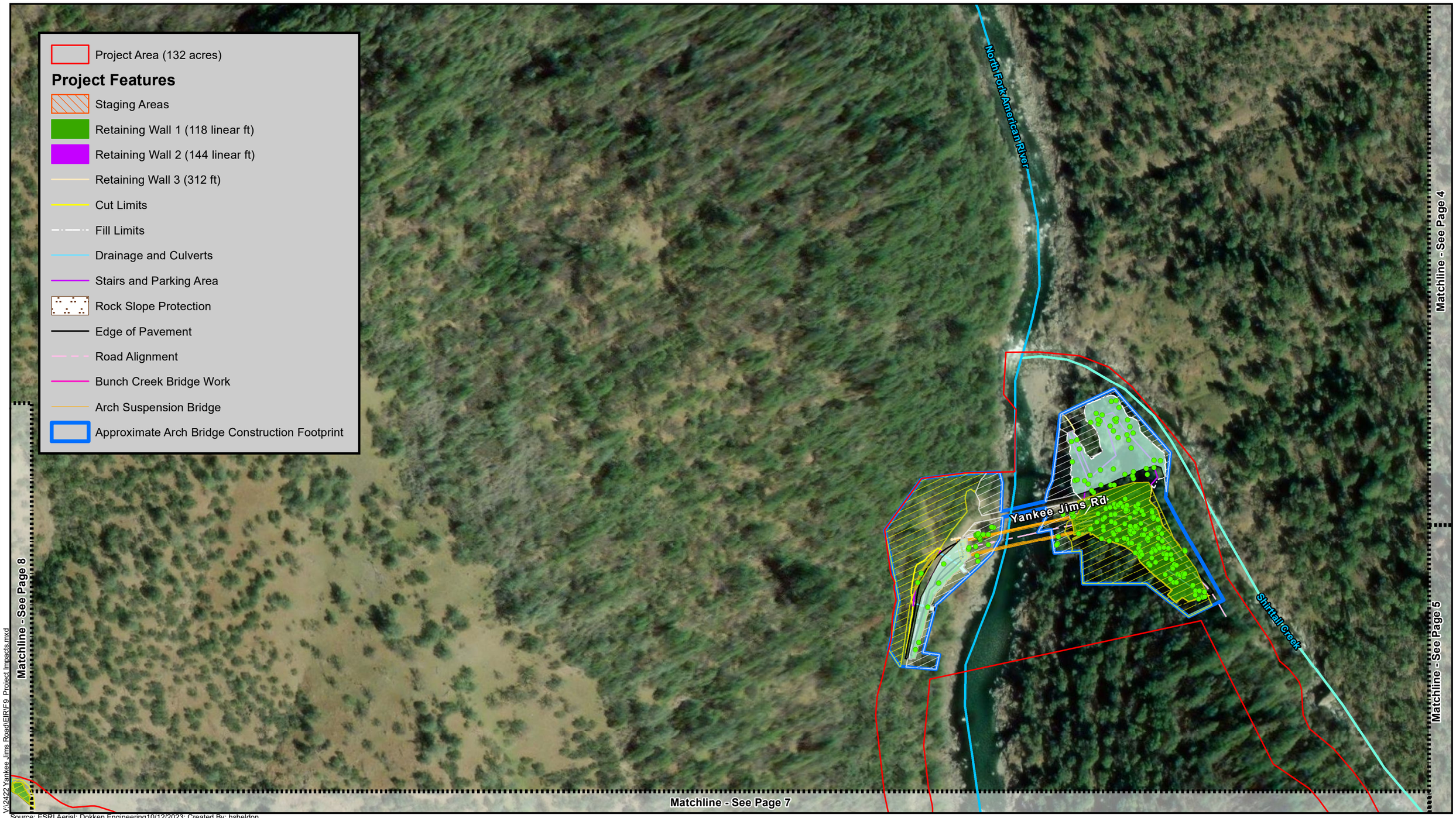
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 5 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

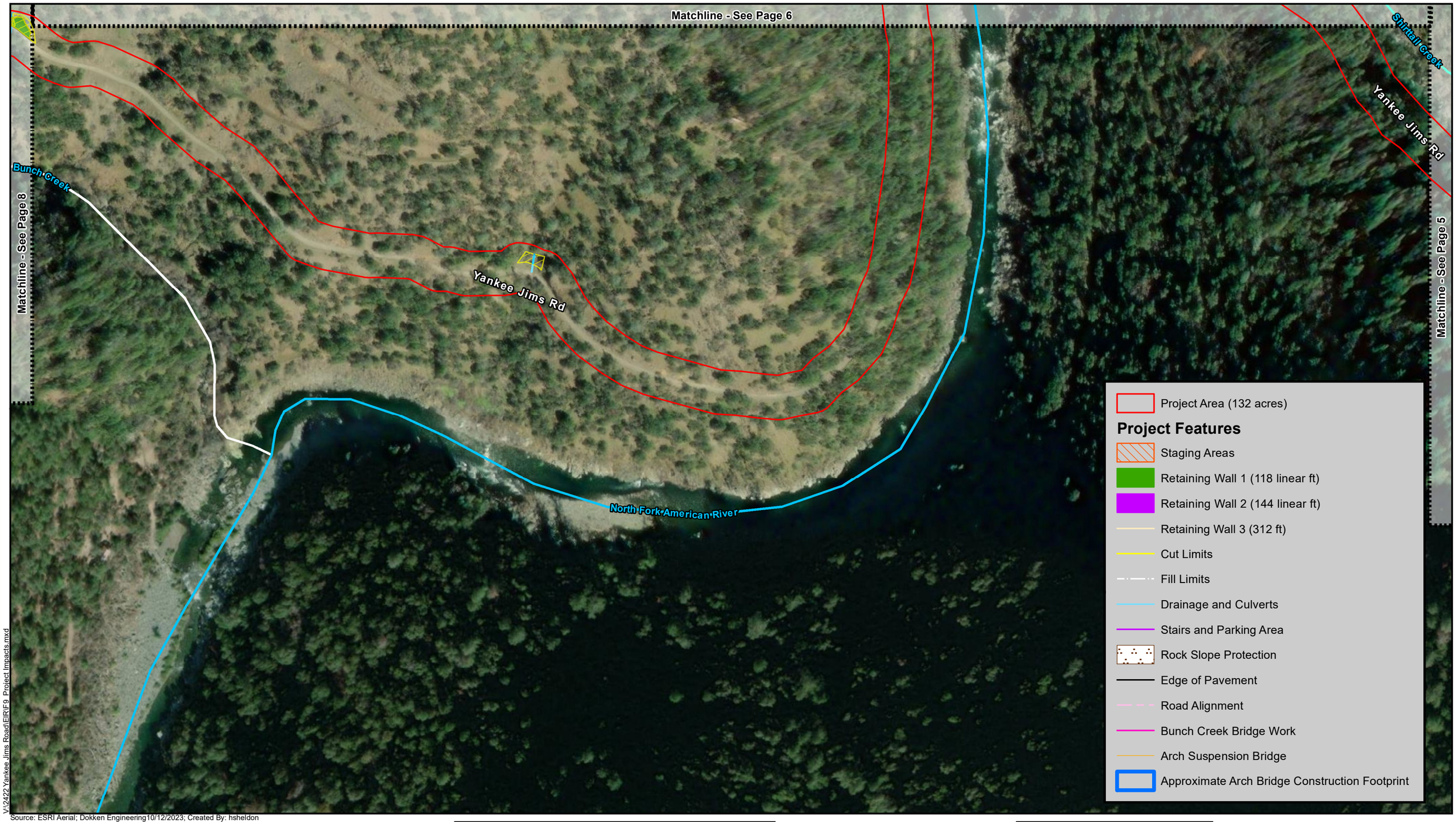
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 6 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9 Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

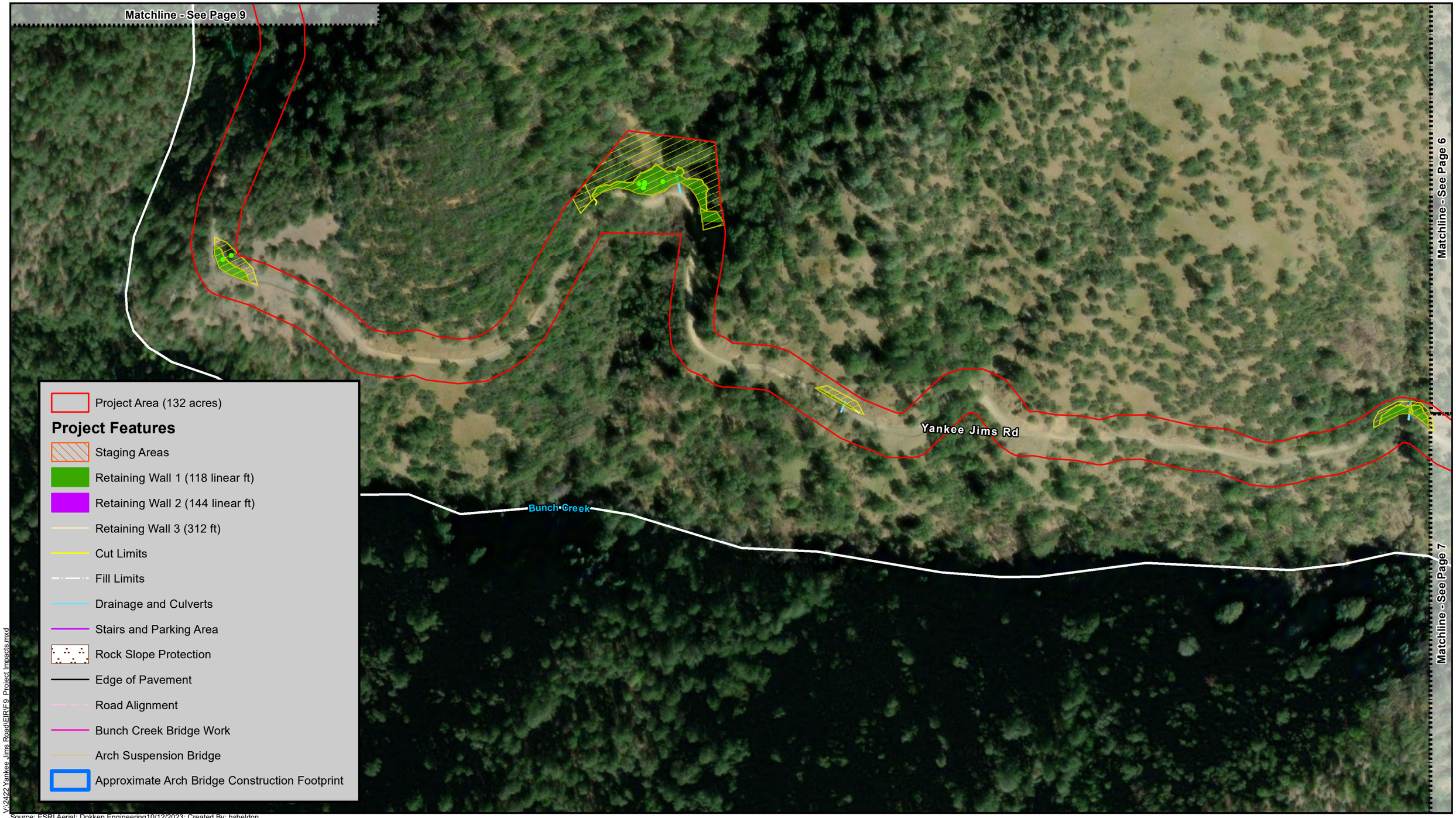
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 7 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

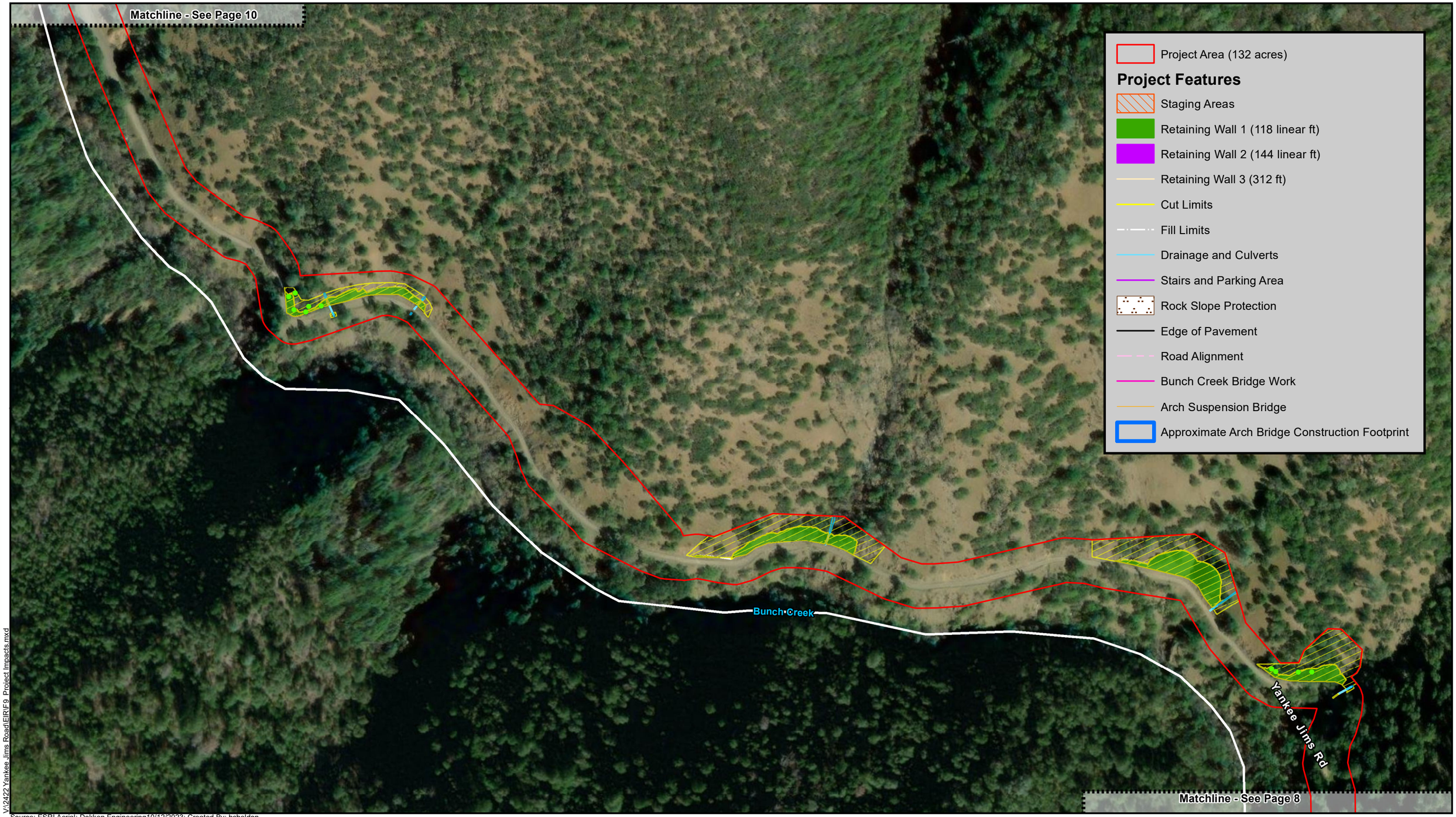
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 8 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 9 of 16
Yankee Jims Bridge Replacement Project
Placer County, California

Matchline - See Page 11

Bunch Creek

Yankee Jims Rd

Matchline - See Page 9

Project Area (132 acres)

Project Features

- Staging Areas
- Retaining Wall 1 (118 linear ft)
- Retaining Wall 2 (144 linear ft)
- Retaining Wall 3 (312 ft)
- Cut Limits
- Fill Limits
- Drainage and Culverts
- Stairs and Parking Area
- Rock Slope Protection
- Edge of Pavement
- Road Alignment
- Bunch Creek Bridge Work
- Arch Suspension Bridge
- Approximate Arch Bridge Construction Footprint

V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 10 of 16
Yankee Jims Bridge Replacement Project
Placer County, California

Matchline - See Page 12

Bunch Creek

Yankee Jims Rd

Project Area (132 acres)

Project Features

- Staging Areas
- Retaining Wall 1 (118 linear ft)
- Retaining Wall 2 (144 linear ft)
- Retaining Wall 3 (312 ft)
- Cut Limits
- Fill Limits
- Drainage and Culverts
- Stairs and Parking Area
- Rock Slope Protection
- Edge of Pavement
- Road Alignment
- Bunch Creek Bridge Work
- Arch Suspension Bridge
- Approximate Arch Bridge Construction Footprint

Matchline - See Page 10

V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

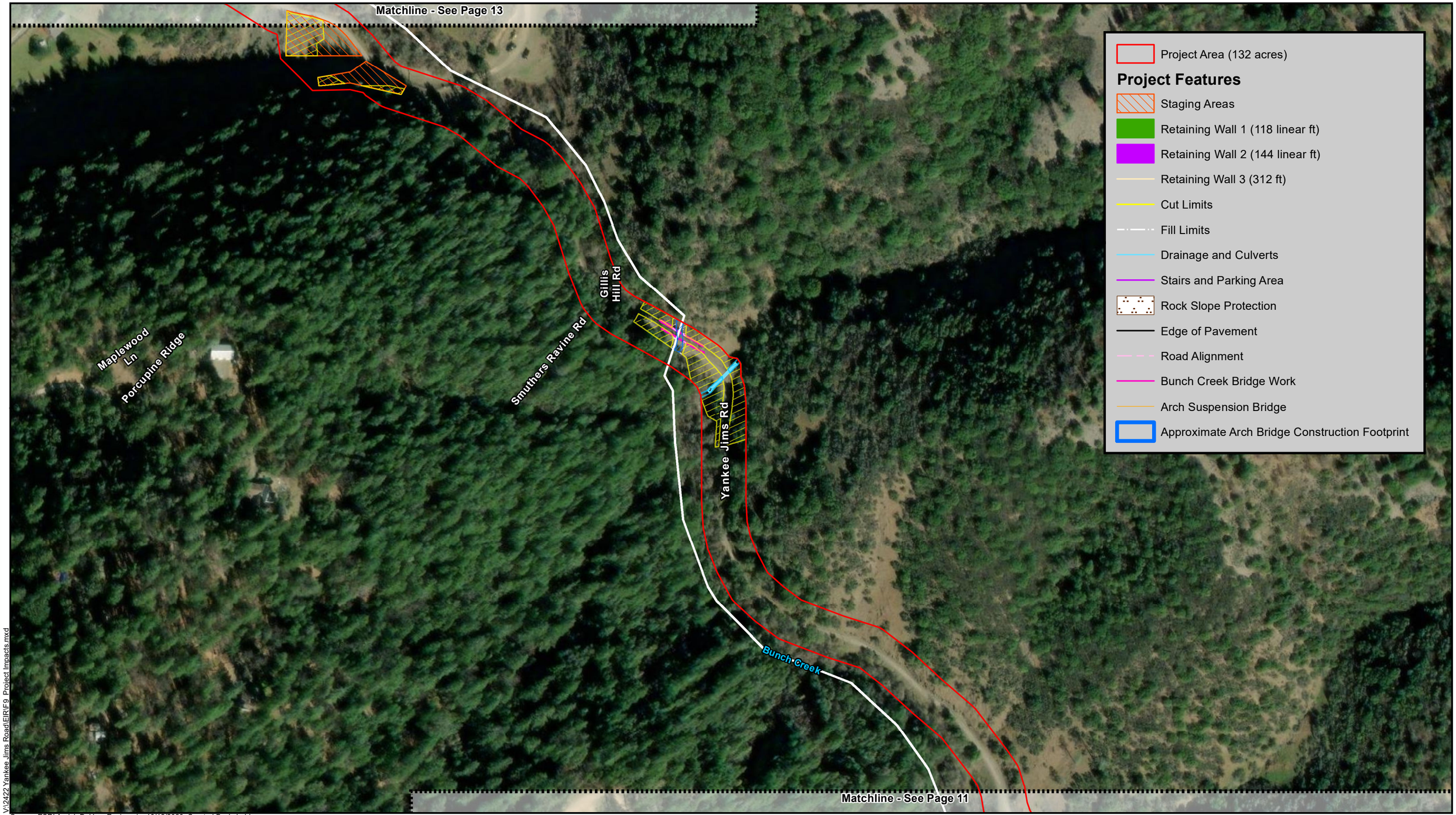
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 11 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)

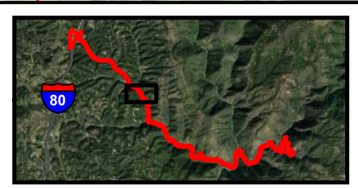
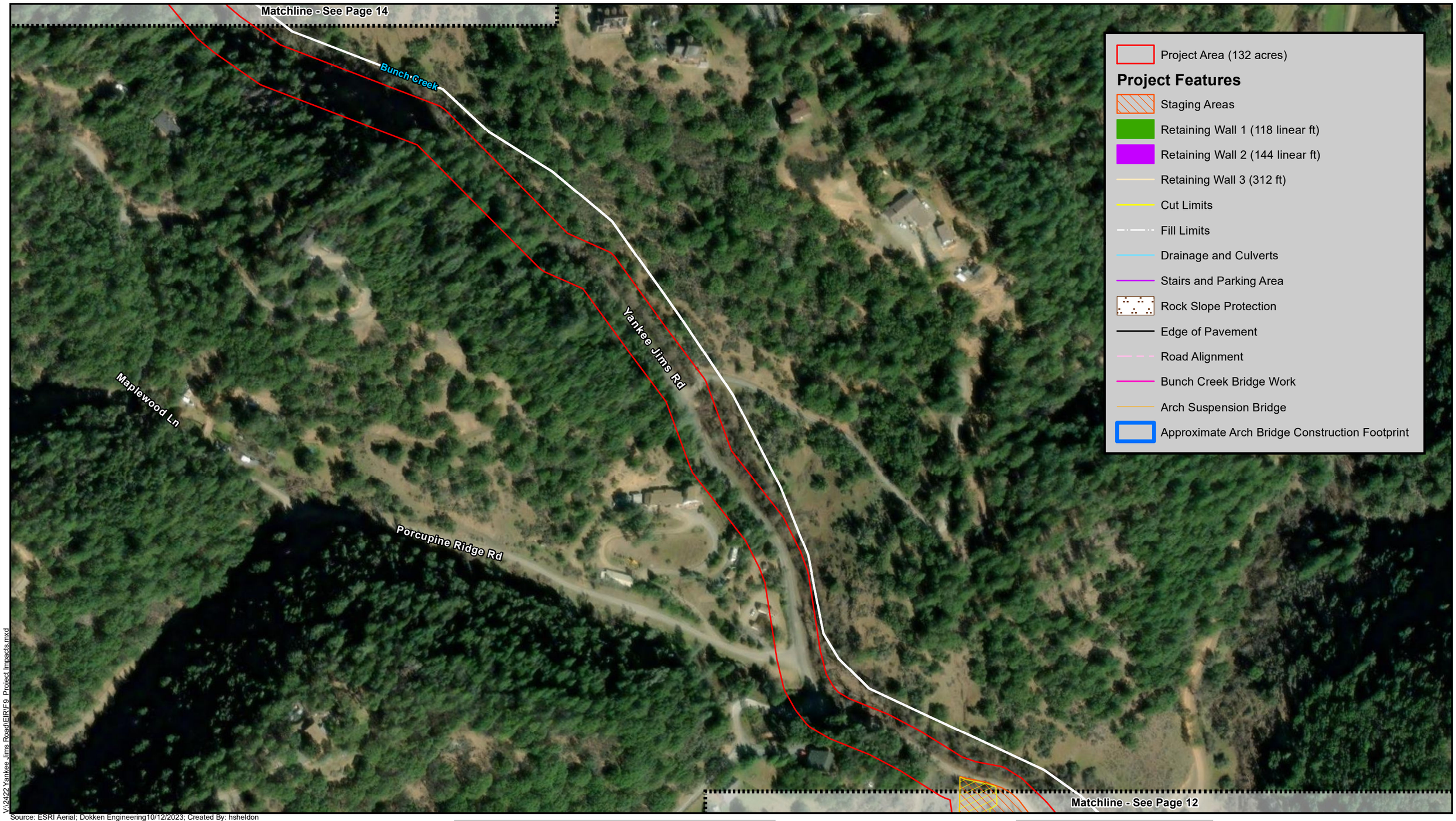


FIGURE 9
Project Impacts
Page 12 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

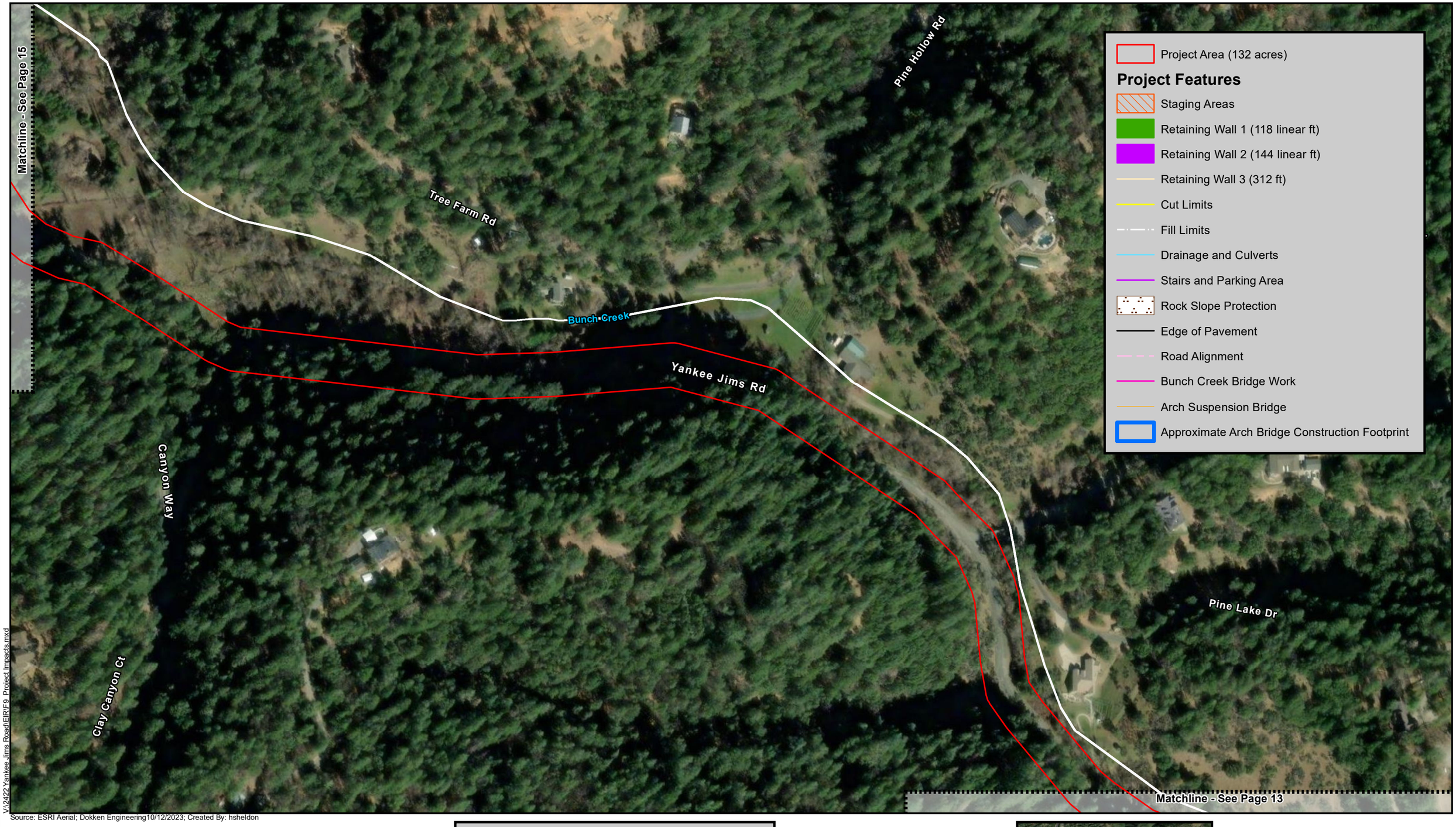
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 13 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\24222 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

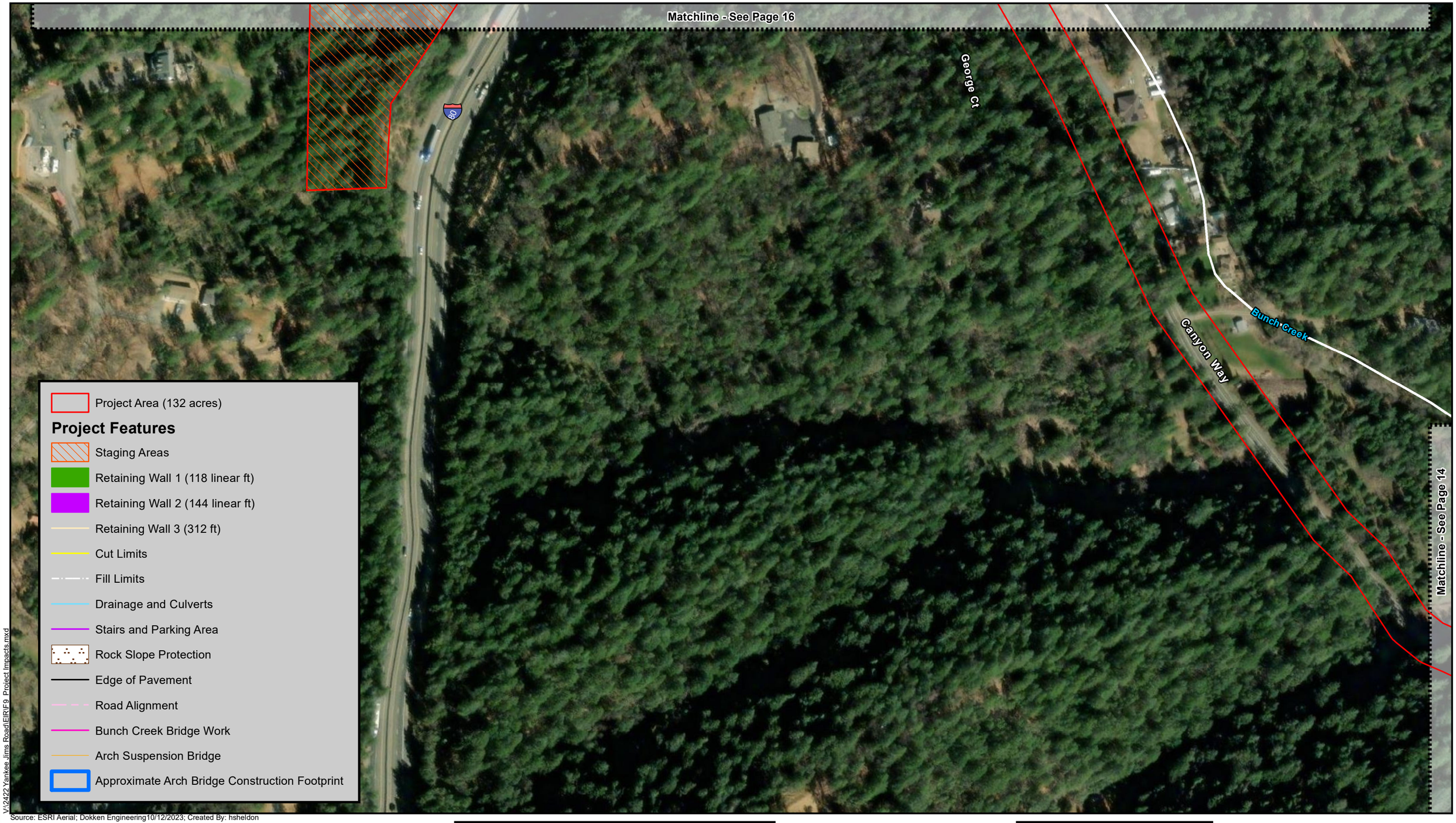
Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 14 of 16
Yankee Jims Bridge Replacement Project
Placer County, California

Matchline - See Page 16



Matchline - See Page 14

V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

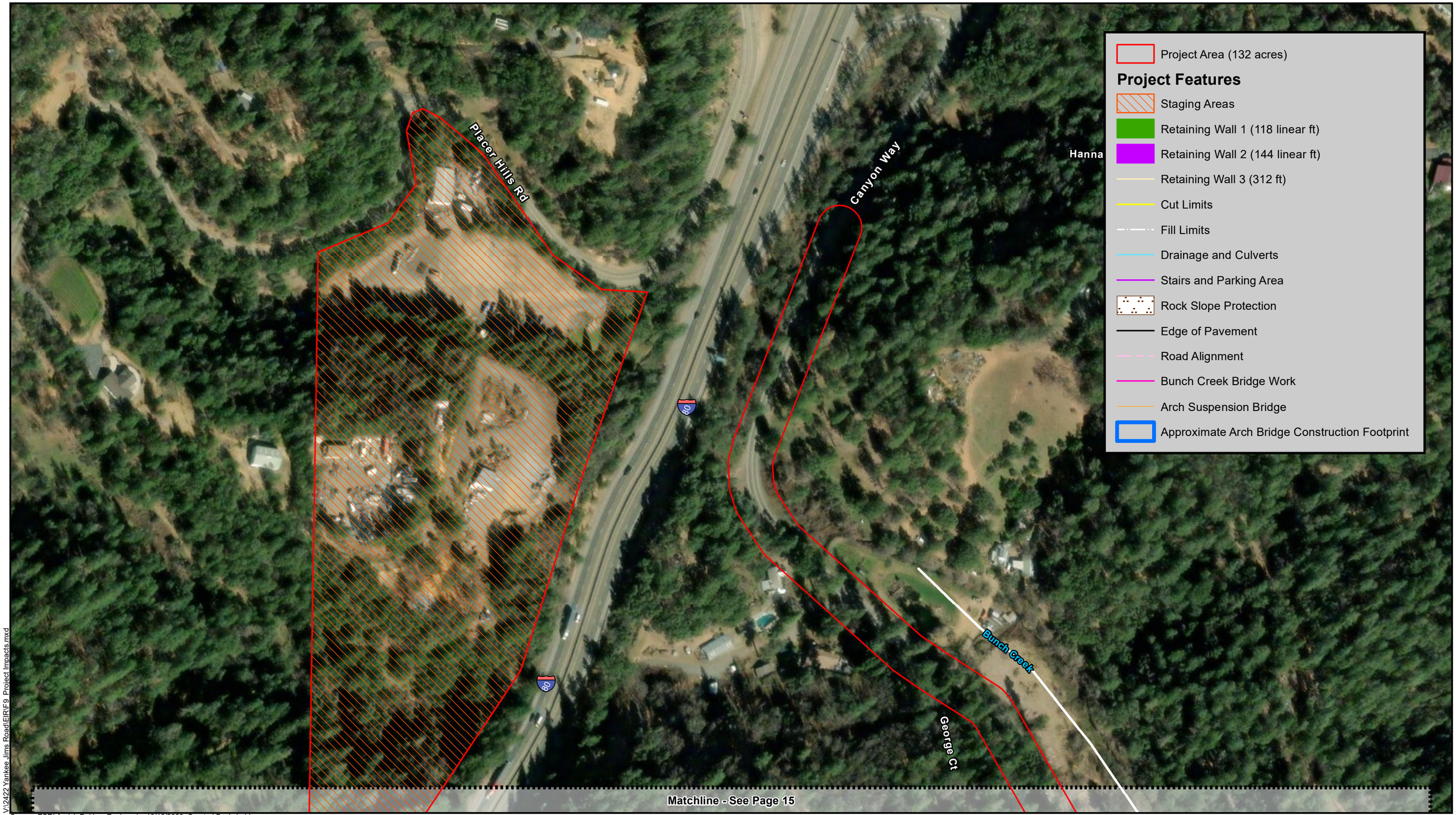
- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 15 of 16
Yankee Jims Bridge Replacement Project
Placer County, California



V:\2422 Yankee Jims Road\EIR\F9_Project Impacts.mxd

Source: ESRI Aerial; Dokken Engineering10/12/2023; Created By: hsheldon

1 inch = 200 feet

0 100 200 300 400 500 Feet

Anticipated Tree Impacts (total 467 trees)

Permanent Impacts

- Bunch Creek (<0.01 acres)
- Montane Hardwood (1.90 acres)
- Montane Riparian (0.82 acres)

Temporary Impacts

- Montane Hardwood (6.23 acres)
- Bunch Creek (0.02 acres)
- Montane Riparian (0.88 acres)
- Ephemeral Drainages (0.05 acres)



FIGURE 9
Project Impacts
Page 16 of 16
Yankee Jims Bridge Replacement Project
Placer County, California

Due to the potential for incidental take of FYLF, a Section 2081 ITP from CDFW will be obtained prior to construction. This process will require development of a mitigation plan for FYLF to fully compensate for all impacts associated with the Project. The County is coordinating with CDFW to develop a mitigation plan for FYLF.

The Project has been designed to avoid in-water work within North Fork American River and Shirttail Creek to minimize potential take and impacts to FYLF. Additionally, avoidance and minimization measures **BIO-12** through **BIO-17** and **FYLF-1 and FYLF-2** will be implemented into the Project to reduce potential take of FYLF, and to protect general wildlife that may be present in the Project area during construction. In addition to these measures, the Project will comply and implement all measures listed in the approved ITP issued by CDFW.

No other special status species or candidate species have potential to occur within the Project area. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT BIO-2: Potential to 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.

The Project area contains montane riparian habitat, identified as a sensitive natural community by CDFW. The Build Alternative will result in temporary and permanent impacts to montane riparian habitat adjacent to the North Fork of the American River and adjacent to Bunch Creek (see Figure 9). Additionally, approximately 73 trees within the riparian corridor will require trimming or full remove to accommodate construction access and the Project features.

Impacts to montane riparian habitat include approximately 0.88 acres of temporary impact and approximately 0.82 acres of permanent impact. Temporary impacts are a result of construction access and both horizontal and vertical clearance for construction equipment. Permanent impacts are a result of fill, such as bridge abutments, retaining walls, roadway approaches and fill for the future unpaved parking lot. See Table 8 for impact information on additional land cover types.

In order to preserve the existing montane riparian corridor, where feasible, trees will be trimmed rather than fully removed. Additionally, mitigation for impacts to montane riparian habitat will be developed during the Section 1602 Lake and Streambed Alteration Agreement in coordination with CDFW. The site will be re-vegetated with native hydroseed in areas where soils has been disturbed. In addition, measures **BIO-9** through **BIO-11** will be included to minimize impacts.

Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact.**

IMPACT BIO-3: Potential to have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Based on biological surveys and jurisdictional delineations, no state or federally protected wetlands are present within the Project area. However, the BSA does contain the following water features, North Fork of the American River, Shirttail Creek, Bunch Creek and eleven ephemeral drainages along Yankee Jims

Road. These aquatic features are considered jurisdictional waters of the United States (U.S.) under the CWA and are also waters of the state. All construction related activities are anticipated to occur outside of ordinary high-water marks of Shirttail Creek and North Fork of the American River. However, work will occur in and around Bunch Creek and ephemeral drainages along Yankee Jims Road (see Table 8 for approximate impacts). This work will require the following permits including, a Section 1602 Lake and Streambed Alteration Agreement, a Section 401 Water Quality Certification, and a Section 404 Nationwide Permit 14. Additionally, avoidance, and minimization measures **BIO-1** through **BIO-8**, including BMPs will be implemented to avoid impacts to water quality and adjacent sensitive habitat communities. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT BIO-4: Potential to 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.

The Project would not interfere substantially with the movement of migratory fish or wildlife species. Minor in-water work may occur in Bunch Creek at the existing bridge/culvert in order to ensure large construction equipment can safely cross the creek. If a temporary water diversion is required, water flow to downstream reaches would be maintained at all times, and no permanent structures are proposed that would interfere or impede movement of aquatic species.

The Project is located within an essential wildlife corridor as defined by CDFW, however, permanent features of the Project (bridge, retaining walls, abutments, roadway approaches, parking lots) would not create a permanent barrier for wildlife movement. Impacts to habitat connectivity for wildlife movement would be temporary during construction of the Project. Per avoidance and minimization measures **BIO-16**, **BIO-21** and **BIO-22**, general wildlife encountered during Project construction will be left unharmed.

Additionally, migratory birds, protected under the MBTA and similar provisions under CFG Code, currently nest or have the potential to nest within the BSA. During biological surveys, habitat for nesting birds was identified within the BSA including understory, shrubs and trees within montane riparian and montane hardwood communities. Avoidance and minimization measure **BIO-20** will be implemented to avoid take of migratory birds. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact.**

IMPACT BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Project will require the removal of approximately 245 trees. Trees will be trimmed rather than fully removed when feasible, and impacted trees within the montane riparian habitat will be appropriately mitigated in coordination with CDFW during the Section 1602 Lake and Streambed Alteration Agreement process.

The Project would not conflict with local policies, including the Placer County Tree Ordinance. Implementation of measures **BIO-9** and **BIO-11** will ensure impacts to vegetation are minimized to the greatest extent feasible. Therefore, the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT BIO-6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Project is not located within an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the Build Alternative and the No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would result in potential incidental take of one state threatened species, the FYLF. Therefore, the County is applying for a Section 2081 ITP from CDFW. Through this permitting process, a mitigation plan will be developed to fully compensate for potential impacts to FYLF as a result of the Project. All terms and conditions resulting from the Section 2081 ITP will be implemented into the Project, incorporated into the Project specifications, and bid package to minimize and avoid incidental take of FYLF. No other special status plant or wildlife species have potential to occur within the Project area.

Additionally, the Build Alternative would result in temporary and minimal permanent impacts to jurisdictional waters (Bunch Creek, ephemeral drainage) and other sensitive communities (montane riparian habitat), which will require a Section 1602 Lake and Streambed Alteration Agreement, a Section 401 Water Quality Certification, and a Section 404 Nationwide Permit 14.

Lastly, a total of approximately 245 trees are anticipated to be impacted through trimming or full removal. Vegetation within the montane riparian habitat will be fully mitigated through the Section 1602 Lake and Streambed Alteration Agreement process.

With implementation of the following measures (**BIO-1** through **BIO-22** and **FYLF-1** and **FYLF-2**) biological resources impacts related to the Build Alternative would be **Less Than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it may result in short-term and long-term negative effects to wildlife species, including aquatic species, and surrounding sensitive habitat communities given that debris from the existing structure would enter the North Fork American River and may pollute downstream areas. Under the No Build Alternative, if the bridge structure eventually fails over time, this event could result in a **Potentially Significant Impact** related to biological resources.

3.4.5 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization and mitigation measures, including BMPs shall be implemented to avoid impacts to biological resources including water features, vegetation, montane riparian habitat, general wildlife species, migratory nesting birds and FYLF.

BIO-1: Best Management Practices:

- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated away from water sources or where they could easily enter water sources, such as on a slope. All stockpiles would be covered, as feasible.
- All erosion control measures, and storm water control measures would be properly maintained until the site has returned to a final stabilized state.
- All disturbed areas would be restored to a final stabilized state and revegetated, where applicable, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.

BIO-2: All construction personnel will be provided with environmental awareness training prior to being allowed to work on the job site. The training will include an overview of jurisdictional waters, sensitive habitats and special status species that are present within or adjacent to the Project area, including foothill yellow-legged frog, and Project specific protective measures that must be adhered to. The training will also include a description of the legal penalties for violating protective measures; all personnel receiving the training will be provided a point of contact for the purposes of reporting any environmental related issues.

BIO-3: Prior to the start of construction activities, the Project limits in proximity to the North Fork of the American River, Shirttail Creek and associated riparian habitat must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or sensitive habitats. The Project biologist will periodically inspect the ESA to ensure sensitive locations remain undisturbed.

BIO-4: Refueling or emergency maintenance of equipment will occur on the road edge furthest from the North Fork of the American River or Shirttail Creek. All onsite refueling and maintenance must occur over secondary containment measures to capture accidental spills. Secondary containment must have a raised edge to prevent the movement of an accidental spill (e.g. sheeting wrapped around wattles).

BIO-5: Equipment will be checked daily for leaks and will be well maintained to prevent lubricants and any other deleterious materials from entering the North Fork of the American River and the associated riparian area.

BIO-6: Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must remain outside of sensitive habitat marked with high-visibility fencing. Any necessary equipment washing must occur where the water cannot flow into sensitive habitat communities, the North Fork of the American River or Shirttail Creek.

BIO-7: A chemical spill kit must be kept at all active work locations and available for use in the event of a spill.

BIO-8: Secondary containment consisting of plastic sheeting or other impermeable sheeting will be installed underneath all stationary equipment to prevent petroleum products or other chemicals from contaminating the soil or from spilling directly or indirectly into the North Fork of the American River. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).

BIO-9: Vegetation clearing will only occur where necessary and only within the delineated Project boundaries (impact areas). An ESA fence will be provided on the final plans to delineate which trees can be saved and which will be removed. Where possible, trees will be trimmed rather than removed fully, with the guidance of the Project biologist. In areas that will be subject to re-vegetation, plants will only be cleared where necessary and when feasible, will be cut above soil level.

BIO-10: Temporary impacts to montane riparian habitat within the BSA will be re-vegetated with native seed mix appropriate for the ecological region. Permanent and temporary impacts to montane riparian habitat are anticipated to be mitigated at a 2:1 ratio at an approved mitigation bank or will be re-established onsite through re-planting efforts. Mitigation will occur as specified in the project's permits.

BIO-11: Mitigation to fully compensate Project impacts to riparian vegetation will be developed during the Section 1602 Lake and Streambed Alteration Agreement process, in coordination with the California Department of Fish and Wildlife.

BIO-12: Prior to ground disturbing activities, exclusion fencing will be established on the edge of the Project boundary within montane riparian habitat within the Project limits. The exclusion fencing within montane riparian habitat will consist of silt fencing, or a similar plastic material, at least 3 feet high. The top few inches of the fence must be curved away (outside) from the construction area to curtail climbing frogs.

BIO-13: Prior to vegetation removal within montane riparian habitat, an qualified biologist must first inspect and then observe and monitor all vegetation clearing and grubbing and will have stop work authority. If a potential special status wildlife species is spotted within an active work area, the agency-approved biologist will immediately stop work activities until the animal has left the Project area. If special status species, not previously considered in this document, are identified within the Project area, the appropriate regulatory agencies will be notified.

BIO-14: The qualified biologist or onsite inspector will perform daily clearance sweeps of all in stream areas, surrounding foothill riparian areas of construction activity, and under equipment, trucks, and other materials in riparian areas prior to the commencement of work.

BIO-15: The qualified biologist will keep weekly monitoring logs of construction activities and foothill yellow-legged frog activities.

BIO-16: All construction crew members will allow wildlife enough time to escape potential harm from project activities, such as initial clearing and grubbing activities. Initial clearing and grubbing

must be accomplished through the use of hand tools within montane riparian habitat and in accordance with the incidental take permit for the foothill yellow-legged frog.

BIO-17: Compensatory mitigation for Project impacts to foothill yellow-legged frog will be determined in coordination with CDFW but is likely to consist of purchasing credits from regional mitigation banks or non-profit organizations that support foothill yellow-legged frog habitat. Final compensatory mitigation will be determined during the 2081 ITP process for foothill yellow-legged frog.

BIO-18: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.

BIO-19: If hydroseed and plant mixes are used during or post-construction, plant species must consist of a biologist approved plant palate seed mix of native species sourced locally to the Project area.

BIO-20: The construction contractor will avoid removing any vegetation during the nesting bird season (February 15 –August 31). If vegetation must be removed within the breeding season, a pre-construction nesting bird survey must be conducted no more than 3 days prior to vegetation removal. In areas determined to have no established nests (or areas outside next buffers), the vegetation must be removed within 3 days from the nesting bird survey or another survey will be required.

A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot to 660 foot no-disturbance buffer will be established around any nesting raptor, depending on species. If an active nest is discovered in the work area, the contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with the County) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by the County, and, depending on species, approved by state or federal agencies.

BIO-21: The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.

BIO-22: The contractor must not apply rodenticide or herbicide within the BSA during construction.

FYLF-1: The CDFW-approved biologist will be onsite to monitor for foothill yellow-legged frog activity during all activities associated with vegetation removal/clearing/grubbing, during installation of the exclusion fencing, all culvert repairs/replacements and all work performed around Bunch Creek Bridge. After establishment of exclusion fencing at the bridge site, daily biological monitoring should occur from September through April when foothill yellow-legged frog are dispersing into upland areas (during fall/winter) and migrating back toward breeding habitat (early spring). Adjustments to daily biological monitoring may be made under recommendations from the CDFW-approved biologist and in coordination with CDFW.

If foothill yellow-legged frog(s) are observed within the active work area the individual(s) will be relocated by the CDFW-approved biologist to an area that provides the same or similar habitat in which the individual(s) was found. The individual(s) will be located at least 2,000 feet away from active work, outside of the exclusion fencing (when applicable), and in an area where construction activities are not anticipated.

FYLF-2: The intake pump for water drafting and/or any de-watering activities will be screened with wire mesh no larger than 5 millimeters. The intake should be placed within a perforated bucket or other method that reduces suction to prevent foothill yellow-legged frog from entering the pump system. Pumped water will be managed in a matter that does not degrade water quality. Water drafting is only allowed from North Fork American River. Water drafting within Bunch Creek, Shirttail Creek or any ephemeral drainages along Yankee Jims Road is prohibited.

3.5 CULTURAL RESOURCES

3.5.1 Regulatory Setting

Federal Laws and Requirements

National Historic Preservation Act Section 106

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation with a reasonable opportunity to comment. In addition, federal agencies are required to consult on the Section 106 process with State Historic Preservation Offices (SHPO), Tribal Historic Preservation Offices, Indian Tribes (to include Alaska Natives) [Tribes], and Native Hawaiian Organizations.

Section 106 Programmatic Agreement

Pursuant to the X.B.1 of the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA), as well as under PRC 5024 and pursuant to the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with PRC Section 5024 and Governor's Executive Order W-26-92, the Caltrans District may make a finding of "No Adverse Effect with Standard Conditions" when standard conditions that will avoid adverse effects to historic properties are imposed in accordance with Attachment 5 of the Section 106 PA. The Caltrans District shall submit its finding and supporting documentation to the Caltrans Cultural Services Office (CSO) for review. Should CSO approve the finding, the undertaking shall not be subject to further review under the Section 106 PA.

National Register Criteria for Evaluation of Historic Resources

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of significant persons in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield, information important in history or prehistory.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations,

reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
B. A building or structure removed from its original location, but which is primarily significant

   for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
G. A property achieving significance within the past 50 years if it is of exceptional importance.

State Laws and Requirements

California Environmental Quality Act

CEQA consists of statutory provisions in the PRC and Guidelines promulgated by the Office of Planning and Research. The CEQA requires public agencies to evaluate the implications of their project(s) on the environment and includes significant historical resources as part of the environment. A project that causes a substantial adverse change in the significance of an historical resource has a significant effect on the environment CCR 14 Section 15064.5: PRC Section 21098.1). CEQA defines a substantial adverse change as follows.

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CCR 14 Section 15064.5[b][1]).

The CEQA Guidelines provide that the significance of an historical resource is materially impaired when a Project results in the following:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources (CRHR); or

- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a Lead Agency for purposes of CEQA (CCR 14 Section 15064.5[b][2]).

California Register of Historical Resources: PRC Section 5024

The term historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of PRC (PRC Section 5020.1[j]).

Historical resources may be designated as such through three different processes:

1. Official designation or recognition by a local government pursuant to local ordinance or resolution (PRC Section 5020.1[k]);
2. A local survey conducted pursuant to PRC Section 5024.1(g); or
3. The property is listed in or eligible for listing in the National Register of Historic Places (NRHP) (PRC Section 5024.1[d][1]).

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the CRHR, which states that a historical resource must be significant at the local, state, or national level under one or more of the following four criteria.

It is associated with events that have made a significant contribution to the broad patterns of:

4. California's history and cultural heritage;
5. It is associated with the lives of persons important in our past;
6. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
7. It has yielded, or may be likely to yield, information important in prehistory or history. (CCR 14 Section 4852).

To be considered a historical resource under the CEQA, the resource must also have integrity, which is the authenticity of a resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the criteria under which a resource is eligible for listing in the CRHR (CCR 14 Section 4852[c]).

Assembly Bill 52 (PRC Section 21084.2)

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

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

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

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

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

Discovery of Human Remains

Section 7050.5 of the California Health and Safety Code (CHSC) states the following regarding the discovery of human remains:

A. Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the [PRC]. The provisions of

this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the [PRC] or to any person authorized to implement Section 5097.98 of the [PRC].

B. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the California Government Code, that the remains are not subject to the provisions of Section 27491 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

C. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC (CHSC Section 7050.5).

D. Of particular note to cultural resources is subsection (c), which requires the coroner to contact the NAHC within 24 hours if discovered human remains are determined to be Native American in origin. After notification, NAHC will follow the procedures outlined in PRC Section 5097.98, which include notification of most likely descendants (MLDs), if possible, and recommendations for treatment of the remains. The MLD will have 24 hours after notification by the NAHC to make their recommendation (PRC Section 5097.98). In addition, knowing or willful possession of Native American human remains or artifacts taken from a grave or cairn is a felony under State law (PRC Section 5097.99).

Placer County General Plan

The Placer County General Plan Section 5 – Recreation and Cultural Resources, contains goals, objectives, and policies related to Cultural Resources.

- Goal 5.D, *To identify, protect, and enhance Placer County's important historical, archaeological, paleontological, and cultural sites and their contributing environment*.

3.5.2 Environmental Setting and Existing Conditions

The Project is located in a rural area of Placer County within private and BOR forested lands in the Sierra Nevada foothills. The horizontal Area of Potential Effects (APE/Project Area) was established as the area of direct and indirect effects and consists of a 130-acre area (see Figure 3). The APE includes proposed staging areas, street closures, vegetation/tree removal, road modifications, the new bridge, the existing bridge, all areas of ground disturbance, and temporary construction easements. The APE includes Yankee Jims Road from 2.7 miles east of Yankee Jims Road Bridge to where Yankee Jims Road meets Canyon Way, approximately 4.7 miles northwest of Yankee Jims Road Bridge, the area surrounding the existing and

proposed Yankee Jims Road Bridge, Canyon Way from Yankee Jims Road to Hannah Lane, and a staging area off of Placer Hills Road, west of I-80.

The majority of the APE consists of dirt roads to accommodate travel of heavy equipment, which would have a limited vertical impact of less than six inches. Areas of road modification will have ground disturbance as deep as 5 ft. Bridge construction will have a vertical APE of 30 ft. to prepare footings for the bridge abutments.

Records Search

A record search for the Project area and a one-mile radius surrounding the Project area was obtained from the North Central Information Center (NCIC), California State University, Sacramento on March 20, 2018. The record search was conducted by Dr. Nathan Hallam, Coordinator from the Information Center. The search examined the OHP Historic Properties Directory, OHP Determinations of Eligibility, *California Inventory of Historical Resources*, Historical Literature and Maps, Caltrans Bridge Inventory, GLO and/or Plat Maps, Local Inventories, and Soil Survey Maps.

The record search disclosed 31 cultural resources within the one-mile record search boundary, including seven resources within the APE.

Native American Outreach (AB52)

On December 18, 2019, NAHC was requested to conduct a review of the Sacred Lands File (SLF) to determine if there are any Native American cultural resources present that might be affected by the Project. A list of Native American individuals who might have information or concerns about the Project was also requested. On December 18, 2019, Nancy Gonzalez-Lopez, Staff Services Analyst, replied via fax that a review of the SLF failed to indicate the presence of Native American cultural resources in the "immediate project area."

On March 26, 2020, initial consultation letters were mailed to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the Project. For those individuals that did not reply to the letter, a follow-up email was sent on February 21, 2021. The following discussion presents a summary of consultation efforts for each individual on the list provided by the NAHC.

Pamela Cubbler, Treasurer, Colfax-Todds Valley Consolidated Tribe. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021. A field meeting was held with the Tribe on March 25, 2021, and May 26, 2021. A Project status update email was sent on November 15, 2022.

Clyde Prout, Chairman, Colfax-Todds Valley Consolidated Tribe. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021. See response for Cubbler.

Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A letter dated April 8, 2020, was received from Cultural Resource Director Daniel Fonseca stating the Shingle Springs Band of Miwok Indians were not aware of any known cultural resources in the area. They requested continued consultation as well as all completed record searches and/or surveys completed around the Project area

up to and including environmental, archaeological, and cultural reports. Mr. Fonseca requested that Site Project Manager Kara Perry be contacted if new information or human remains were discovered. The draft cultural reports will be provided to the Shingle Springs Band of Miwok Indians upon initial draft approval by Caltrans. A Project status update email was sent on November 15, 2022.

Grayson Coney, Cultural Director, T'si Akim Maidu. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. It should be noted that Mr. Coney and Chairperson Ryberg provided the NAHC the same email address. A follow-up email was sent on February 21, 2021. No response has been received to date.

Don Ryberg, Chairperson, T'si Akim Maidu. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. It should be noted that Mr. Coney and Chairperson Ryberg provided the NAHC the same email address. A follow-up email was sent on February 21, 2021. No response has been received to date.

Gene Whitehouse, Chairperson, United Auburn Indian Community of Auburn Rancheria (UAIC). The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021.

Steve Hutchason, Tribal Heritage Specialist, UAIC. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. No response has been received. As Mr. Young and Ms. Starkey have been identified as the current UAIC contacts, no further outreach to Mr. Hutchason will occur.

Field Methods

Several surveys of the APE were conducted for the Project: November 5, 2020 conducted by Amy Dunay and John Fogerty (consultant archaeologists); March 25, 2021 by Namat Hosseinion (consultant archaeologist); April 7, 2021 by Namat Hosseinion and members of the UAIC; May 26, 2021 by Namat Hosseinion, Robin Roberts (consultant archaeologist), members of the UAIC, and members of the Colfax Todds Valley Consolidated Tribe; and June 3, 2021 by Michelle Campbell (consultant archaeologist) and Namat Hosseinion. Exposed subsurface cuts, such as the roadway cuts, were observed for the presence of archaeological resources, soil color change, and/or staining that could indicate past human activity or buried deposits. All APE conditions were fully recorded in the field notes. Survey spacing varied in areas with vegetation coverage.

Results

The average surface visibility of the study area was over 75 percent, except for segments of paved and/or graveled road surfaces, as well as vegetated shoulders. Inspection of open surfaces (animal burrows) and cut slopes during the surveys did not identify any evidence of subsurface artifacts, features, or other indicators of past human use (such as soil change).

These surveys identified two new cultural resources, a tunnel/adit (P-31-006709) and rock retaining walls (P-31-006710). An additional sixteen features (fifteen historic features and one defined indigenous feature, as well as several potentially modified surfaces) were added to the previously recorded site P-31-631/CA-PLA-505, resulting in an expanded site boundary. The surveys also verified the presence of the previously recorded resources: Category 2 Yankee Jims Bridge (P-31-3744), P-31-632 (an adit, also

recorded as P-31-5987), P-31-4777 (Yankee Jims Road), P-31-5988 (two adits), and P-31-5989 (two adits, one shaft). All these resources were documented on DPR Series 523 forms.

A review of the geologic formations, slope steepness, occurrences of bedrock in the area, history of disturbances within the area (e.g., road and bridge construction), background research, and the inspection of open surfaces, visible cut slopes, and cut banks indicates that the overall potential for buried archaeological resources in the APE is low.

The Yankee Jims Bridge (19C0002) was previously determined eligible for listing in the NRHP. Three other resources in the APE required formal evaluation, including a multi-component site (containing both historic and indigenous components), the Yankee Jims Road, and rock retaining walls.

The Yankee Jims Road Bridge (19C0002) is the only built environment historic property in the APE. This conclusion is pursuant with Stipulation VIII.C of the Section 106 PA. Additionally, pursuant to Section 15064.5(a)(2)-(3) of the CEQA, using criteria outlined in Section 5024.1 of the PRC, the Yankee Jims Road Bridge (19C0002) is a historical resource for the purposes of CEQA.

Resources

Yankee Jims Road Bridge

The Yankee Jims Road Bridge (19C0002) is located on Yankee Jims Road which connects the communities of Colfax and Foresthill in rural Placer County. The one-lane Yankee Jims Road Bridge was built in 1930 replacing a nineteenth century bridge crossing the North Fork of the American River near the town of Yankee Jims. The bridge was determined eligible for the NRHP under Criterion C in 1986 during the Caltrans historic bridge inventory of the mid-1980s and has a National Register status code 2S2 in the Caltrans Historic Bridge Inventory.[1] The structure is comprised of steel structure components and represents the suspension bridge type built during the middle period of suspension bridge building in the U.S.[2] The present Yankee Jims Road Bridge is the third bridge at the site which connected Gold Rush-era mining camps and trading posts.

Yankee Jims Road Bridge is a 210-ft-long steel suspension bridge located in a narrowing of the canyon. The area is remote and sparsely populated with a landscape of rock and scattered trees and bushes. The local narrow unpaved dirt roadway makes a near 90-degree angle from the canyon side onto the bridge. The bridge is a single span. The two towers sit at each end and the suspension cables are anchored into the ground behind the towers. No structures surround the anchoring cables.

The towers at each end of the bridge are 18-ft. tall and sit upon concrete footings at the edge of the bluff face. Lattice trusswork connects the two sides of the tower. The steel cables are anchored to either side of the road in metal sheaths set into concrete footings below grade. The cables are slung across the bridge. Suspender rods descend to the metal floor beams. Corrugated metal sheets form the eleven-foot-wide roadbed. These were once covered with a thin layer of asphalt-concrete, but most has worn or broken off. The roadbed of the bridge is not attached to the abutments and the bridge hangs freely, swaying when pressure is applied. An approximately six-ft. tall truss with diagonal cross braces sits just inside the

[1]California Historical Resource Status Code 2S2: Individual property determined eligible for National Register by consensus through Section 106 process. Listed in the California Register.
[2] JRP Historical Consulting, "Caltrans Historic Bridge Inventory Update Timber Truss, Concrete Truss, and Suspension Bridges," prepared for Caltrans, April 2004.

suspender rods and stiffens the bridge. This also serves as the railing flanking the roadway. Supports for the truss rise from each floor beam approximately every three-ft. The inner edges of the deck have square metal wheel curbs on short supports. The approaches to the bridge have a small segment of aged asphalt terminating with a wood beam and leaving a small gap between the approach and the free hanging bridge. The bridge's general structure, materials, and design appear unchanged from its original 1930 appearance with the exception of modern signage added to the portal bracing on the east and west ends. The bridge has suffered some damage over time.

Yankee Jims Road

Yankee Jims Road is a 12.3-mile east/west county road with the west endpoint at Canyon Road in Colfax and the east endpoint at the intersection of Racetrack Street and Gold Street in Foresthill[3]**.** Yankee Jims Road runs through heavily forested vegetative areas, portions of which are within the Auburn State Recreational Area. Small residential communities, primarily Yankee Jims and Foresthill, are found along the eastern portion of Yankee Jims Road. Approximately 1.1 mile of Yankee Jims Road from the west (diverting from Canyon Road) and the last 1.6-miles of Yankee Jims Road on the east (ending at Racetrack Street and Gold Street) are paved in asphalt. Most of the road, approximately 9.6-miles, is unpaved. Small portions of the unpaved northern section have thin, uneven layers of gravel or macadam. The road travels along Bunch Canyon to the North Fork of the American River. After crossing the river, it follows Shirttail Canyon to Mexican Gulch. It then follows Mexican Gulch to the Forest Hill Divide.

The road falls into three general segments from Canyon Road to the ASRA, the road through the ASRA, and from the east side of the recreation area to Foresthill.

From Canyon Road to the western edge of the ASRA is paved. The road varies between 15-ft. wide and 27-ft. wide. Bunch Canyon Creek runs along the north side of the road with the canyon wall rising several feet on the south side. When cuts are necessary into the slope face the road narrows to the 15-ft. width, widening to 27-ft. when in flatter geography where additional streams merge with Bunch Creek. A large, corrugated metal culvert crosses under the road at the intersection of Porcupine Ridge Road. The surrounding area has large lot residential development and access roads and driveways are scattered along the route.

East of Gillis Road, Yankee Jims becomes unpaved and narrows to 15-ft., with natural occurring wide places to allow passing. This rustic road continues through the Auburn State Recreation Area. Bunch Canyon steadily deepens, and the road is cut into the canyon wall with steep slopes on both sides of the road. After crossing the North Fork of the American River, the road continues along the edge of Shirttail Canyon and climbs out of the canyon via a series of switchbacks east of Mexican Ravine. As the road crosses Bunch Canyon Creek and Devil's Canyon Creek the road narrows to 12-ft. Bunch Canyon Creek is spanned by a narrow bridge of board formed concrete adjoining the rock walls of the canyon. At Devil's Canyon the road narrows to 12 ft. wide and its sides are supported with dry laid, uncoursed rock. A shallow concrete arch is located at the base of the walls supporting the deep roadbed of soil and rock over Devil's Canyon Creek. Retaining walls of dry laid, uncoursed rock are found on both sides of the North Fork of the American River. Large rocks are used to support the roadbed as it follows the topography into adjoining

[3] Approximately two miles of the original road from Colfax to current Yankee Jims Road has been incorporated into Canyon Road.

ravines. Distinct from these large-scale rock walls are smaller walls along the switchbacks above Shirttail Canyon. A scattering of modern corrugated culverts is located in multiple locations through this section.

Approximately one mile east of the last switch back, Yankee Jims Road exits the ASRA. At this point the road begins to steadily widen reaching a width of 27-ft. Across relatively flat terrain, the road is paved with asphalt. A portion between Yankee Jims and Foresthill also includes an asphalt curb on either side. The road enters Foresthill perpendicular to the main road.

Previous Documentation

As originally recorded in the 1978 report by D. L. True and Tony Drake during a preliminary survey for the Auburn Dam, this site was initially recorded as two sites, "R-889" and "R-890".[4] R-889 was identified as south of Yankee Jims Road, consisting of a cluster of several pads and remnants of structures, possibly representing a total of 4 distinct structures. While trash was noted, it was determined to be "modern". The structures were noted as having been likely razed by the Bureau of Reclamation, possibly in advance of the Auburn Dam. R-890 was noted as north of Yankee Jims and consisted of 3 piles of mine tailings, with no associated artifacts.

A subsequent survey of the area in 1983 by Peter M. Jensen, for the Ruby Mine Hydroelectric Project, noted that pads and structure remnants existed both north and south of Yankee Jims Road. Jensen also identified a bedrock mortar with one cup, a "poorly defined" metate slick, and a light scatter of worked and unworked basalt flakes.[5] The mortar (Feature A), slick (Feature B), and flakes were officially recorded as P-31-631 / CA-PLA-505. While the site record references "modern historic feature remains", Jensen communicates that "these modern remains were not mapped since they are not significant, not needed to locate the indigenous component nor related to it."

The mine tailings identified by True and Drake in the 1970s report are not described in the P-31-631 / CA-PLA-505 site record but are noted as being part of the non-artifactual constituents. Both the Jensen report and site record note that past mining, high water levels, camping, and the road/bridge construction activities have heavily disturbed the entire site.[6]

Current Site Components

During the 2020 and 2021 surveys completed in support of the current Project, additional Native American resources were identified and recorded. The pads and building remnants were also recorded and mapped as part of P-31-631 / CA-PLA-505, resulting in reclassifying the site as multi-component and expanding its boundary. The following provides a summary of the historic-era and Native American components.

[4] D. L. True and Tony Drake, Archaeological Surveys, Auburn-Folsom North Fork From Big John Hill to End of Units 12 and 13, Placer County, Report #6810 on file at the North Central Information Center of the California Historical Resources Information System, 1978

[5] Peter M. Jensen, Archaeological Reconnaissance of the Proposed Rubi Mine Hydroelectric Project Near Weimar, Placer County, California, Report #103 on file at the North Central Information Center of the California Historical Resources Information System, 1983.

[6] D. L. True and Tony Drake, Archaeological Surveys, Auburn-Folsom North Fork From Big John Hill to End of Units 12 and 13, Placer County, Report #6810 on file at the North Central Information Center of the California Historical Resources Information System, 1978; Peter M. Jensen, Archaeological Reconnaissance of the Proposed Rubi Mine Hydroelectric Project Near Weimar, Placer County, California, Report #103 on file at the North Central Information Center of the California Historical Resources Information System, 1983.

Historic Components

While the two previous surveys of this area noted pads and building remnants, with associated debris, a detailed recording of these features was not undertaken as they had not yet reached, nor were they approaching 50 years in age. Due to this, a detailed investigation into their origin and function was not previously undertaken.

As of 2021, a light scatter of historic-era refuse was noted throughout the area, interspersed with modern refuse. No substantial or concentrated refuse accumulations were observed. This is likely due to maintenance of the area completed in advance of the anticipated Auburn Dam project and to improve the overall area for trail and swimming use after the Auburn Dam project did not move forward. Visitors to the area might have also reclaimed some of the materials for salvage or removed more diagnostic artifacts as they travelled through the area.

Due to the multitude of features, descriptions of each feature have been included in Table 9.

Table 9: Historic Components of P-31-631/CA-PLA-505

Feature	Description
Foundation 1	Foundation 1 is a concrete foundation that measures approximately 7 ft. in length along the north edge by 5.5 ft. in width. A center wall also measuring 5.5 ft. in length bisects the square foundation. The concrete itself is 5 inches thick. There southern edge is buried under the grass and leaf litter. The feature is located northeast of the bridge.
Foundation 2	Foundation 2 is a concrete foundation that measures from the northeast to southwest approximately 17 feet by 3 ft. This wall section is “L-shaped” with a space between the bottom of the “L” and the next section of the wall. The opening measures 3.5 ft. and is facing southwest. The next portion of the foundation measures from the northwest to the southeast 9 ft. in length. The concrete in all portions of the foundation is 1 ft. wide and 10 inches thick. There is no visible floor.
Foundation 3	Foundation 3 is a rock/concrete conglomerate partial foundation. The profile that is visible measures 32 inches by 29-34 inches. Two pads are visible and measures 6 feet 8 inches by 5 ft. and 7 ft. by 8 inches. There is a 2 ft. 4-inch gap between these two visible parts of the foundation. Likely part of a cabin built between 1940s and 1970s.
Concrete Pad 1	Concrete Pad 1 Feature 4 is a concrete pad () located at the edge of the hillside just north of the bridge. The pad has two parts, with one area being slightly higher than the other. The first visible part, the western side, measures 17 ft. east to west and 6 ft. north to south. The northwest corner of the pad is broken and has eroded away. The second visible part of the pad, the eastern half, measures 4.5 ft. by 6 ft. with a 4 inch to 4.5-inch step down to the western portion of the pad. Along the north edge a dry-stack, three-course stone rock wall is visible underneath the concrete pad. Likely part of a cabin built between 1940s and 1970s.

Feature	Description
Concrete Pad 2	Concrete Pad 2 is a concrete pad that is sitting on top a natural rock pile. The south and east edges have what appear to be a dry-stack, one-course rock wall that sits above the pad. The total width of the pad measures 11 ft. from east to west. The pad measures 10.5 ft. from north to south with a smaller, porch-like pad that continues on the north for an additional 2.5 ft. bringing the total length to 13 ft. Likely part of a cabin built between 1940s and 1970s.
Concrete Pad 3	Concrete Pad 3 is a concrete pad that measures 4 ft. east to west by 5 ft. north to south. Along the eastern side of the pad there is a small section that dips in. This sections dips towards the west 19 inches and is 22 inches long. There are a set of stairs visible on the northwest corner of the pad that measure 1 ft. by 28 inches. In the northeast section of the pad four bent bolts are visible. The feature is located northeast of the bridge.
Concrete Pad 4	Concrete Pad 4 is a concrete pad located southeast of the bridge. The pad measures 14 ft. wide. The length is split in two by what is visible. The southern most half measures 12 ft. while the northern most half measures 11 ft. Vegetation covers the area in between. A set of five stairs that measure 11 inches by 32 inches by 8.5 inches is located on the southwest corner of the pad. The stairs lead down towards a box (Box 2) and what appears to be an old path or road. A metal pipe is visible along the south facing edge, near the southwest corner. Retaining walls are located along the east and south edges of the pad and are stepped and vary in dimensions between 4 to 5 inches thick and 1.5 to 2 ft. tall. The feature is located south of the bridge.
Depression 1	Depression 1 is large depression and associated historic trash scatter. The depression is lined with cobbles and boulders and is unclear if it is manmade or natural. The rocks in the depression are locally sourced and do not appear to be tailings. The depression measures 25 ft. by 15 ft. and is located to the northeast of the bridge. Historic artifacts noted in the trash scatter include cylindrical tin cans, church-key opened with side lap seam (4 12/16 inches); rectangular food tin, lap side seam; stoneware fragments; porcelain basin/toilet/sink fragment; green milk glass plate fragment; and miscellaneous unidentified metal fragments. The feature is located northeast of the bridge. While river cobbles were noted throughout the area, distinct piles of tailings could not be discerned. Instead, it appears that if there were once distinct tailing piles, these have been moved around to create retaining walls, structure footings, or flattened to make room for structure pads. Due to the high level of disturbance noted throughout the area, it is difficult to identify the mining method(s) that produced them or whether they represent multiple mining periods. There were no associated artifacts or other mining features noted in the area. There is at least one area that could have originally been a prospect pit, with an associated tailing pile, but due to recreational disturbances or possibly even later mining attempts, it has been modified.

Feature	Description
Rock Wall 1	Rock Wall 1 is a dry-stack rock wall, three to four courses high, collapsed in certain areas. The stone is locally sourced dark basalt. The top course has rounded boulders on top of the remaining flat stones. Potentially associated with Feature 5 as the rock wall is similar in appearance and style to what is seen along the north edge of Feature 5. Fallen veneer concrete is visible at the southeast corner as well. The feature is located north-northeast of the bridge.
Rock Wall 2	Rock Wall 2 is a dry-stack rock wall, three to four courses high, that has partially slumped down towards the river. The stone is locally sourced dark basalt. The rock wall is located near Box 1. The feature is located to the south of the bridge.
Concrete Complex	Concrete Complex [CC] is located east-northeast of the bridge and is a cluster of pads and foundational elements not able to be decerned into separate structures. CC1 is a concrete pad anchored in rock. There is a cinder block attached to it by concrete. The feature measures 2 ft. long by 8 inches wide and 8 inches deep. It has what look like a crude set of shallow stairs (two steps) along one side. CC2 is small concrete block and post. The post measures 8 inches by 8 inches by 8 inches and the block measures 1.5 ft. by 1.5 ft. with an unknown depth. CC3 is a conglomerate of rock and concrete. The feature is three to four courses high of flat and angular stones with concrete poured in the voids and across the top. The overlaying top is a floor remnant with brick impressions. The impressions are 5 12/10 inches by 9 inches. The veneer is approximately 1 inch thick. Adjacent is a filled-in cinder block that measures 15 inches by 8 inches by 8 inches. CC4 is an almost square concrete pad that measures 40 inches by 41 inches. CC5 is comprised of concrete with corner posts. One post hole measures 6 inches in diameter and 3 inches deep.
Concrete Box 1	Concrete Box 1 is a structure that stands 45 inches tall. There is a metal pipe at the top and two metal pipes at the bottom. There is some evidence of a beveled edge along some of the feature. The feature is located to the south of the bridge, upslope and east of Concrete Pad 4.
Concrete Box 2	Concrete Box 2 is a structure with two rectangular openings. Terracotta pipes are located on the inside of the box. The feature measures 79 inches by 58 inches by 27 inches. The openings measures 20 inches in diameter. The pipes have a 5-inch diameter.
Trash Scatter 1	Trash Scatter 1 is a historic trash scatter with miscellaneous fragments of metal, glass, concrete, and ceramic. Artifacts include clear glass bottle fragments; green glass bottle fragments; a slightly sun-colored amethyst glass fragment; brown glass bottle fragments; ceramic fragments; metal, church-key opened can top; metal can screw

Feature	Description
	tops; wire fragments; car battery cores; thin concrete fragments with chicken wire imprints; and other miscellaneous metal fragments.
Bridge Anchor 1	Bridge Anchor 1 is remnants of the pedestrian suspension bridge over Shirttail Creek. A metal bridge anchor embedded in a large rock as well as cable and support pieces are present. The eye of the anchor is pointed southwest, away from the river. The anchor was once part of a suspension footbridge across Shirttail Creek.

Indigenous Components

In addition to the historic features, the previously recorded bedrock mortar with one cup (Feature A) was reidentified during the 2020 and 2021 surveys. While the light scatter of basalt flakes and the "poorly developed mortar slick" could not be located, an additional 2 bedrock mortars and 4 potentially modified surfaces were found and are described below: the resources were identified during a joint archaeological and Native American field survey, with the UAIC and the Colfax-Todds Valley Consolidated Tribe.

The previously recorded bedrock mortar (Feature A) was relocated with no changes to the resource noted. The mortar cup measures 13 cm in diameter by 5 cm deep. It is a half-dish/cone and is located on a boulder that measures 2.7 m by 2.6 m. The slick and the flake scatter were not relocated.

The amount of recreational traffic through this area, combined with some high-water flows, might be the reasons why the light scatter of basalt flakes noted in the Jensen site record were not reidentified. The entire area has little to no soil depth, instead being comprised almost entirely of bedrock, overlain with river cobbles (either deposited by high water or as mining tailings) and thin leaf litter.

While there is an abundance of archaeological features ranging from different periods of use within the recorded boundary of the site, there is no evidence that a well-preserved or significant component exists for either the indigenous or historic uses of this area. This is due primarily to approximately 170 years of mining, roadway construction and maintenance, bridge construction and maintenance, cabin construction and demolition, and recreational activities that continue to this day.

Rock Retaining Walls (P-31-006710)

A new site consisting of a series of dry-stack rock retaining walls was identified below the road cut of Yankee Jims Road immediately southwest of the Yankee Jims Road bridge over the North Fork of the American River. The walls consist of local rock, dry stack construction methods and are likely associated with the toll house structures present at this location pre-1930s.

There are five wall segments:

- Wall 1: 45 ft. length x 10 ft. height
- Wall 2: 45 ft. length x 6 ft. height
- Wall 3: 14 ft. length x 8 ft. height
- Wall 4: 10 ft. length x 3 ft. height
- Wall 5: 60 ft. length x 6-8 ft. height

In determining the function and association of these walls, research into the historic use of the area was completed (see Section 3.3 Toll Road). Prior to the 1930s era Yankee Jims Road Bridge, a nineteenth century deck truss bridge provided crossing of the North Fork of the American River in approximately the same location of the current 1930 bridge. As this road was originally known as the Colfax and Foresthill Toll Road, a toll house was present. As mentioned earlier, the earliest map depiction of the toll house is on the 1891 US Geological Survey topographic map for Colfax, California, which places the toll house just west of a bridge. The location is repeated on the 1892 and 1894 US Geological Survey topographic maps as well as the 1893 General Land Office survey map. Historic photographs confirm that the location of the toll house was west of the bridge, in what is now the graveled parking area. Various sheds and a possible barn were also present, as indicated in the below images.

Based on the historic photographs, it appears the toll house was built on a raised foundation. No evidence of the toll house was visible during the 2020 or 2021 surveys, especially as the location of the toll house is situated within a graveled parking area. A small structure that resembles an outhouse is located north of the toll house. This structure would have been perched on narrow outcroppings as there is very little width in this area of the canyon. No trace of this structure was identified during the survey efforts. The sheds along the roadway are almost completely supported on raised wooden frame/stilts which allowed the sheds to hang over the slope, thereby ensuring that wagons could utilize the full width of the roadway. The barn uses a similar approach, being constructed into the side of the slope. The only evidence of these structures identified during the 2020 and 2021 surveys were rock stack walls situated downslope and parallel to the roadway. No artifacts or other associated features predating the 1930s were noted.

While the location of the toll house is marked on the 1891, 1892, and 1894 topographic maps, the next available US Geological Survey topographic Colfax quadrangle, issued in 1938, shows no building at this location. The 1949 US Geological Survey topographic Colfax quadrangle indicates there is a building west of the bridge, with several other buildings depicted east of the bridge. These buildings appear to represent cabins and recreational use of the area, which began occurring in the late 1940s. A photograph taken soon after the bridge was completed in 1930 does not have any structure visible in the toll house vicinity, so it is likely that the toll house and its associated buildings had been removed by this time and that the structure indicated in the 1949 topographic map denotes a cabin.

Using the location of the rock stack walls as a guide indicates the approximate locations of the toll house and associated buildings.

Adit Site (P-31-006709)

This feature was first noted during the True and Drake survey of the area in 1970s and was noted as “Site 891”. It was referred to as a mining tunnel with the remains of a nearby structure. There is no date associated with the feature, but its location is first indicated on a US Geological Survey 1949 topographic Colfax quadrangle, with the tunnel/cave symbol. True and Drake do not divulge what constituted the structure remains, but they indicated that “the building here was standing at the time the 1949 topographic Colfax quadrangle was printed.” This structure might have been the remnants of the previous toll house; however, as it is not visible in the 1930s image**,** which likely means it had been mostly removed by the time the current bridge was constructed, it might be more reasonable to assume that the structure remnants noted by True and Drake were from a cabin that was built in the 1940s.

The purpose of the feature is likely a mine adit; however, research did not identify a specific mining claim or association with any significant or successful mining attempts in the area. If it is a mine adit, it appears to have been started as a prospect attempt and when no mineral was discovered, abandoned.

It could be possible that this was not a mine adit at all but was instead related to the toll house and use of the area when the toll road was enforced, perhaps as additional storage or for cold storage. There is no available research, documentation, map, or photographic evidence to positively associate this tunnel directly with the toll house. It should be noted that the feature might appear visible within the shadow produced by a wooden overhang protruding from the hillside upslope of the road, but this could not be confirmed. Further, even if the tunnel is present in the pre-1930 photograph, there is still no corroborating evidence that it was constructed for storage and not simply reused by the toll house.

During the 2020 and 2021 surveys, the adit was formally recorded on DPR forms. No associated artifacts or mining features within or nearby the adit were identified during the surveys. As the adit does not have associated artifacts or features, a defined period of use, and does not appear to be part of a significant or successful mining attempt, it qualifies as an exempt resource category type, per Attachment 4 of the Caltrans Section 106 PA.

P-31-0632/CA-PLA-506H

This site was originally described in the 1978 report by True and Drake as a mine tunnel with waste rock and no associated artifacts.[7] True and Drake assigned the number of Site 880 to this resource in their report. The site record for P-31-0632/CA-PLA-506H was prepared in 1983 as part of the survey completed by Jensen who noted that the site record was officially documenting Site 880. The site record states that the resource is an adit driven into the hillside upslope of Yankee Jims Road with no associated artifacts or features other than some "tunnel spoil debris" located downslope of the road. This same resource description, location, and reference to True and Drake's Site 880 is also included in the site record for P-31-5987, created by James Barnes of the Bureau of Land Management (BLM). This would explain why the NCIC record search results show two different primary numbers assigned to what appears to be the same location. For this reason, it is believed that P-31-5987 and P-31-0632/CA-PLA-506H document the same single adit. Please see the P-31-5987 for more information regarding previous NRHP evaluation by the BLM for this adit.

P-31-5987, P-31-5988, P-31-5989

Three sites were previously identified which consisted of six mine adits (with no associated artifacts) located in the steep slopes of the road cuts upslope of Yankee Jims Road. The adits were previously surveyed and evaluated by BLM archaeologist James Barnes in support of the AML Physical Hazard Abatement Project (Bat Culverts) (case # CA-018-south-PE-13/098). Research into the adits identified possible association with the Bauer Mine and the Red Bird or Annie Laurie mines; however, evaluation of the adits determined that none of them were eligible for inclusion on the NRHP, per the BLM's 2012 Protocol Agreement between the BLM (California) and the SHPO. Since their recording, bat culverts were

7 D. L. True and Tony Drake, Archaeological Surveys, Auburn-Folsom North Fork From Big John Hill to End of Units 12 and 13, Placer County, Report #6810 on file at the North Central Information Center of the California Historical Resources Information System, 1978

installed to provide potential bat habitat and to prevent human access into adits. During the survey for the current Project, the bat culverts were still in place and the adits were as previously recorded.

3.5.3 Thresholds of Significance

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
c) Disturb any human remains, including those interred outside of dedicated cemeteries?

There is one multi-component archaeological site and five historic-period archaeological sites within the APE; however, it should be noted that two historic-period archaeological sites appear to document the same adit. These sites include evidence of mining activity, recreational habitation, toll road collection, and food processing. Applicable research themes would then center on mining, recreational use of public lands, Native American food processing, and transportation. To determine whether any of the archaeological sites are eligible for listing on the NRHP or CRHR, they are discussed below in terms of whether they can contribute information important to regional or national history.

P-31-0631 / CA-PLA-505

This multi-component site includes the structural remains of small cabins used recreationally between the 1940s and 1970s, mine tailings, a possible prospect pit, and indigenous milling features. While there is sufficient evidence that this area was used over many different periods of time, the site does not appear eligible for inclusion on the NRHP or CRHR under any criteria. A brief summary of the NRHP/CRHR eligibility is provided below, followed by a more detailed evaluation.

While it could be argued the recreational use of the area is part of a national trend of recreational use within forests and parks occurring after World War II, the paltry cement and stone remnants do not provide a strong association to the respites spent during the weekends and summer months spent by their owners/inhabitants. Further, the growing and ever evolving recreational use of this area increased after their abandonment and destruction, as the area became more accessible to a growing population and visited throughout the year. Research did not identify any significant people associated with the cabins, either as owners or occupants. As the remnants of the cabins consisted of concrete and local stones, no distinctive features of the cabins remain. The cabins were built by their owners, using whatever materials were available at the time, and were situated wherever the terrain permitted. No concentrated refuse piles indicative of recreational use over a 30 to 40 year period were identified, likely due to past maintenance of the area. While there is a sparse scatter of artifacts, they are interspersed with modern refuse, and do not represent a distinct or concentrated deposit which can be definitively and only associated with the 1940s to 1970s recreational use of the area. Last, while previous surveys of the area in the 1970s and 1980s identified a great amount of “modern trash”, very little refuse from the era of the cabins remains. The refuse that was noted within the site is sparse, interspersed with modern trash, and does not reflect a well-preserved, significant accumulation which could yield important information about the cabin occupants.

Mine tailings are also present as well as a potential prospect pit. The tailings appear to have been moved at some point, possibly when the area was used recreationally to support the cabins and to allow for better navigation/use of the area. As such, distinct piles are no longer discernable making the identification of the mining process which produced them, and therefore their period of significance, problematic. While the mining features could be associated with any of the various periods of mining in California, which is an important theme locally and regionally, the tailings and prospect pit no longer retain any definition or integrity. A mining claim for this area was also not identified. At best the tailings represent prospecting that either produced very minimal or negligible returns.

The indigenous milling features identified and recorded did not have any visible associated artifacts or other features. Further, some of the potential milling surfaces, including the mortars, were nascent, shallow, and ill defined. This indicates that the area was used minimally or perhaps intermittently and does not represent a significant location. There are also no diagnostic artifacts, tools, or other temporal indicators. While a sparse scatter of basalt flakes was originally noted in the 1980s survey of the area, no evidence of these flakes or any other lithic debitage or tools was identified during the 2020 and 2021 surveys. Consultation with Native American tribes familiar with the area did not identify this location as a special gathering/food processing site or area of importance. Further, as the buried site potential is negligible due to the erosional environment and the presence of bedrock at the ground surface throughout the area, there is no evidence that a well-persevered or significant accumulation of indigenous resources are present.

NRHP Criterion A/CRHR Criterion 1

There are at least three different use components of the site, which include indigenous resources, mining efforts, and recreational cabin use. Discussions with Native Americans familiar with the area did not identify this location as a special or unique gathering or food processing site. While it was likely that Native Americans traveled through the area as part of travel route through the North Fork of the American River, the use of the area is not associated with any significant events.

While the evidence of mining does indicate that the area could be associated with the significant theme of mining in California, the mining tailings and possible prospect pit have been so greatly disturbed that they lack integrity, specifically association, feel, design, and setting. Due to the lack of integrity, the mining components is not associated with a significant event.

The cabin use of this area was part of new interest in outdoor recreation by the American public after World War II; however, the significant events regarding outdoor recreation are focused around federal actions formalizing and promoting outdoor recreation and conservation, such as the 1957 Operation Outdoors (a multi-year plan to improve and expand recreation facilities in National Forests), the 1959 Program for the National Forests (long-term plan for improvement/development of public forests), and the 1960 Multiple Use-Sustained Yield Act (declared that National Forests are to be administered for outdoor recreation, range, timber, watershed, and wildlife/fish purposes). These federal actions significantly changed how public forests and other lands were utilized and protected. The cabins constructed within this site were not part of these federal efforts to further develop recreational areas, as they were constructed by their owners outside of any established recreational use area, in a time where there was looser restrictions on use of public forest land. If any argument for a connection to a significant event or trend could be made, it would be to connect the destruction of the cabins in advice of the Auburn Dam to the theme of energy and water management within California. But even this argument is tenuous

as the Auburn Dam was never constructed. For all these reasons, the site does not appear to be eligible under NRHP Criterion A/CRHR Criterion 1.

NRHP Criterion B/CRHR Criterion 2

Research into all components represented at the site did not identify any significant people connected to the indigenous use, the potential mining use, or the recreational cabin use of the site. As mentioned, the area likely was traversed by Native Americans travelling through the North Fork of the American River, but no significant groups of individuals have been directly identified with such a use. Similarly, personal communication with B.J. Lewis has not revealed that any of the cabin owners or inhabitants were prominent in the region or nationally. As no mining claim could be identified, and as research has not identified any successful or significant mining efforts in this area, no connection to significant miners or mining companies was identified. As such, it does not appear that the site is eligible under NRHP Criterion B/CRHR Criterion 2.

NRHP Criterion C/CRHR Criterion 3

Criterion C/3 is centered on a site's ability to embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, possess high artistic values, or represent a significant entity whose components lack individual distinction. The indigenous milling features are not distinctive beyond being identified as used for food processing. The mining tailings and possible prospect pit have been so dramatically disturbed that there is no distinctive formation of the tailings to determine method of mining or that even the identification of the depression is a prospect pit. And last, the cabin remnants consist of a hodgepodge of concrete and rock stack foundations/footings and retaining walls which reflect opportunistic use of materials, location, and building prowess and do not represent the work of a master or embody distinctive characteristics of a type, period, or method of construction. There are no remaining standing structures which could be assessed under NRHP Criterion C/CRHR Criterion 3.

For these reasons, the site does not appear eligible under NRHP Criterion C/CRHR Criterion 3.

NRHP Criterion D/CRHR Criterion 4

The 1980s survey by Jensen detailed that there was a light lithic scatter, consisting of basalt flakes. These flakes were not identified during the 2020 or 2021 survey efforts. While several milling surfaces were noted, they have been used minimally and there was no accumulated soil in the mortars. The milling features themselves offer little information beyond evidence that the area was utilized by Native Americans. The mine tailings, as stated before, no longer retain any distinctive features and there are no associated artifacts or features. While there are some isolated artifacts that date to the time period of the recreational cabins, there is no distinct refuse "pile", either as there was no designated trash area for any of the cabins or the few remaining artifacts have been dispersed throughout the site due to over 50 years of disturbances associated with cabin removal, maintenance, and constant use of the area to present day.

Further, while no dense concentrations of artifacts are present for any of the use periods of this site, the potential for subsurface components must also be considered, as such resources might have data potential. A review of the area both from geologic records and the pedestrian surveys revealed that bedrock is very shallow in this area, offering no potential for cultural materials to be buried without surface expression. In terms of whether any pits or subsurface features were intentionally created within/through the bedrock, such as privies, caches, or basements/cold storage, there is no evidence of

such features, beyond what might be a prospect pit. This is supported by the fact that the cabins were constructed on raised foundations or concrete pads exclusively. While a privy or privies most certainly existed, no indications of subsurface features were identified. Boot scrapes within and adjacent features revealed bedrock or cobbles/boulders. Given the lack of resources which have the potential to yield information important at the local, regional, or national level, the site does not appear eligible under NRHP Criterion D/CRHR Criterion 4.

Rock Walls (P-31-0067010)

NRHP Criterion A/CRHR 1

The walls consist of a dry stack of local rock, associated with the toll house structures present at this location prior to the 1930s. It is believed that these walls supported a barn and sheds that were constructed to overhang the road, and therefore needed some reinforcement within the slope. While this area once consisted of a two-story house, an outhouse, a barn, and sheds, none of these features remain, nor are any artifacts present. The house and associated structures either preceded or were built specifically for management of the toll road/crossing of the river. Toll roads were common in the late 1800s, and the Colfax, Yankee Jim's and Forest Hill Wagon and Toll-road Company which was responsible for constructing Yankee Jim's Road and pre-1930s bridge was no different than many of the other companies and counties doing the same. The toll road, and therefore the toll house, was used minimally and did not generate sufficient funds to either generate a profit or maintain the road and bridge (Sacramento Daily Union, Volume 112, Number 108, 10 December 1906). Opposition to the toll and its high rates was noted in several newspaper articles from the 1890s through 1906. Use of the road likely increased after the toll was removed in December 1906. As the toll road and its collection service at the pre-1930 bridge did not appear to figure prominently either in terms of toll road collection or as a major transportation corridor, it does not appear eligible under NRHP Criterion A/CRHR 1.

NRHP Criterion B/CRHR 2

A historic photo of the toll house shows a man standing on the front porch. The man has been identified as Amos Stevens, although it is unclear if Stevens was operating the toll house or merely posed for a photograph. Archival newspaper research showed that Stevens played a very active role in the Colfax area, wearing many different hats, including Justice of the Peace for Colfax, member of the Masonic Lodge of Colfax, member of a 1889 Colfax Board of Health, book keeper for the Three Star Mine (not in the Project area), Secretary for the Colfax and Iowa Hill Wagon Road Company, Colfax livery business owner, and possibly an actor in a 1891 play entitled the "Last Loaf". While these articles indicate that Stevens was engaged in organizations and events in Colfax and Placer County, there is no information directly connecting him to operation of the toll house, beyond his presence in a photograph. Further, Stevens does not seem to have been a person who shaped, headed, or guided Colfax or Placer County history; therefore, while he was an active member of the community, he does appear to be integral to either Colfax or Placer County development. (Pacer Argus, Volume 19, Number 34, 24 April 1891) (Placer Herald, Volume LXIX, Number 44, 6 May 1922) (Placer Herald, Volume 36, Number 34, 5 May 1888).

Aside from Stevens, newspaper archives mention a D. L. Allen in association with toll collection. Allen was granted license in 1902 to collect toll on several roads, one of which included the Yankee Jim's toll road (Auburn Journal, Volume 31, Number 12, 12 November 1902). Additional research could not identify any

further information on Allen regarding either management of the toll collection or whether he used the toll house in the APE.

Aside from Stevens and Allen, no other people were identified with the toll house. As neither Allen nor Stevens could be confidently linked to the toll house or considered a significant person in regional or national history, the site could not be associated with any significance person. Therefore, it does not appear significant under NRHP Criterion B/CRHR 2.

NRHP Criterion C/CHRR 3

The only features of the site are the dry stack retaining walls. These walls are quite typical of the dry stack construction method; however, such a method was ubiquitous as it was a practical way of constructing a long-lasting retaining wall with local materials, a practice which continues through to present day. As there are no other features to assess and as the rock wall exhibits no unique, artistic, or distinctive characteristics of a particular period, the site does not appear eligible under NRHP Criterion C/CRHR 3.

NRHP Criterion D/CRHR 4

As mentioned, no artifacts were identified, and the only remaining components of the toll house appear to be the rock retaining walls. The walls themselves provide no data potential beyond potentially indicating the rough location of previous structures. A review of the geologic makeup of the area shows that the area has very shallow bedrock, which is present at the surface throughout the site area. Combined with the presence of the steep slopes, the area has very shallow soil deposition, resulting in a very low subsurface cultural potential. Evidence of subsurface features intentionally excavated into the bedrock or surrounding areas, for a privy, basement, or other subsurface storage, was not identified during the survey and is not supported by the remaining historic photographs of the area. The structures appear to have been built on raised foundations, perhaps to avoid the laborious effort of subsurface foundations. The privy, located north of the house, was situated on the steep slopes, again supported by raised foundations. It would appear that the outhouse may have emptied directly into the canyon, and possibly the river, based on a review of images. Regardless, the location of the outhouse was surveyed, and no indication of a privy was identified. As no artifacts were identified and as the rock walls themselves do not have the potential to yield important information, the site does not appear eligible under NRHP Criterion D/CRHR 4.

Adit (P-31-006709)

The adit had no associated features or artifacts which could date the feature. Research attempts could not positively associate this site with a specific person or period of time. As the adit does not have associated artifacts or features, a defined period of use, and does not appear to be part of a significant or successful mining attempt, it qualifies as an exempt resource category type, per Attachment 4 of the Caltrans Section 106 PA, and no further significance analysis is required.

Various Adits: P-31-5987 (also recorded as P-31-0632/CA-PLA-506H), P-31-5988, P-31-5989

Research conducted by the BLM into these six adits identified possible association with the Bauer Mine and the Red Bird or Annie Laurie mines; however, evaluation of the adits determined that none of them were eligible for inclusion on the NRHP, per the BLM's 2012 Protocol Agreement between the BLM (California) and the SHPO. For the purposes of this Project, as the adits do not have associated artifacts or

features, do not appear to be part of a significant or successful mining operation, and were previously determined not eligible for inclusion on the NRHP.

Summary

Historical resources for the purposes of CEQA:

- Yankee Jims Road Bridge over the North Fork of the American River (19C0002), (OHP status Code 2S2)

Resources that are *not* historical resources under CEQA, per CEQA guidelines §15064.5, because they do not meet the CRHR criteria outlined in PRC §5024.1:

- Yankee Jims Road (Colfax – Foresthill Road) (OHP status Code 6Z)
- P-31-0631 / CA-PLA-505 (OHP status Code 6Z)
- Rock Walls (P-31-006710, OHP status Code 6Z)
- P-31-5987 (also recorded as P-31-0632/CA-PLA-506H) (BLM 2012 Protocol Agreement)
- P-31-5988 (BLM 2012 Protocol Agreement)
- P-31-5989 (BLM 2012 Protocol Agreement)
- Adit (P-31-006709, OHP Status Code 6Z)

3.5.4 Environmental Impacts

IMPACT CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Application of Criteria of Adverse Effect

Four of the seven types of adverse effects listed under 36 CFR 800.5(a)(2) are not applicable to the Project's adverse effect. These are i, iii, vi, and vii. This Project will not cause the physical destruction of or damage to all or part of the historic Yankee Jims Road Bridge (i), and it will not cause the permanent removal of any historic property from its location (iii). The Project will also not cause neglect to the County-owned historic Yankee Jims Road Bridge that would cause deterioration (vi) because the Project will rehabilitate the structure and thus it will be retained in its improved state into the foreseeable future. Furthermore, the bridge is not under federal ownership and ownership of the bridge will not change as a result of this Project (vii).

The proposed Project will have an adverse effect on the historic bridge under the other three types of adverse effects listed under 36 CFR 800.5(a)(2). These are ii, iv, and v. Project activities to strengthen the historic bridge will result in the alteration of the property, including repair and stabilization, which will be conducted in a manner that is not fully consistent with the Secretary's standards for the treatment of historic properties and applicable guidelines (ii). Construction of the new bridge adjacent to the historic bridge will change the character of physical features within the historic property's setting that contribute to its historical significance (iv), and the new bridge will introduce new visual elements that will diminish the historic integrity of the historic property (v).

Activities to strengthen the Yankee Jims Road Bridge and construction of the new bridge adjacent to the historic structure both have potential to cause an adverse effect to the Yankee Jims Road Bridge. These two Project components are discussed separately in the following sections.

Strengthening the Existing Yankee Jims Road Bridge

Strengthening the historic Yankee Jims Road Bridge will include multiple discrete activities that will alter and repair bridge features, and some will not be fully consistent with the Secretary of Interior (SOI) Standards for Rehabilitation.

The proposed repairs to the Yankee Jims Road Bridge will preserve much of the existing bridge's historical character and will aid in retaining the bridge in place. The bridge has a high degree of historic integrity, and no significant alterations or repairs have previously been made to the bridge. Bridge strengthening activities will alter materials and features that characterize the property, and changes will be made to distinctive materials and features.

The SOI Standards for Rehabilitation, and the applicability of each standard to the Project's alterations and repairs to the existing bridge, are discussed as follows:

1) *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Retention of the Yankee Jims Road Bridge for use during construction and remaining thereafter requires some changes to the historic bridge. The Project's strengthening activities contribute to the bridge's continued use consistent with this standard, but as discussed herein some changes to the historic property's distinctive materials and features are necessary. The strengthening activities will retain the spaces and spatial relationships of the character-defining bridge components.

2) *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

While, in general, the Yankee Jims Road Bridge's historic character will be retained and preserved, the bridge is currently structurally and functionally obsolete and requires repair. Strengthening activities will include repair and replacement of existing materials, but the spaces and spatial relationships of the bridge's components will be retained.

The bridge's deck has deteriorated and will be replaced with galvanized steel planks set longitudinally along the bridge with the outer edges supported on new galvanized steel 5⅜ inches by 5¾ inches bent plates angles. New wood planks will be installed over the steel planks, raising the deck approximately four inches above the current height, on top of which new 6 inches by 6 inches wheel guards will be installed 1 ft. 10¾ inches from the deck's outer edge. Also, new steel 3 ft. 9 inches wide steel plates will be installed on top of the wood decking across both ends of the deck as expansion joints connected to the abutments, and existing broken angles at the bottom of the stiffening trusses adjacent to the abutments will be removed and replaced with new galvanized angles. While the bridge deck replacement removes historic material and one of the bridge's character-defining features, this change will not significantly alter the spaces and spatial relationships between bridge components or alter the bridge's overall general design characteristics.

The bridge's existing cable "dead man" anchorage where the suspension cables are rooted to the ground on either end of the bridge will be retained and will remain appropriately functional by the installation of additional ground anchors. These ground anchors will consist of vertical columns drilled through the anchors' concrete bases into the ground with only the top of the new ground anchor visible and level with the top of the concrete cable anchor. Similarly, new ground anchors will be installed at each of the tower bases with only the tops of anchor bolts visible and the towers will remain.

Under the bridge deck, a cable restraining system will be added at both ends of the bridge, connecting the deck to the adjoining abutment. This cable system will tie the abutment to a point near the bridge center width approximately seven feet from the abutment. These cables will only be visible from below the deck. In addition, the soldier pile wall will be installed below ground, adjacent and perpendicular to the west abutment with no direct contact with the existing bridge; only the narrow end of the wall may be visible from below the deck.

All of these activities pose minimal alteration to most of the bridge's features, except for the bridge deck, and alteration of the bridge's spaces and spatial relationships that characterize the bridge will be avoided.

3) *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

Most of the activities to strengthen the historic Yankee Jims Road Bridge will not create a false sense of historical development, including the additional ground anchors at the "dead man" anchorages, added ground anchors at the towers, and below deck modifications such as the new cable restraining system. These will be clearly new features, albeit with minimal visual appearance. The proposed replacement bridge deck will be similar to, but not the same as the extant deck. Records indicate that the bridge was built with a corrugated metal deck. It is possible that the new wood deck, on top of the steel planks, could be misconstrued as historic material, or replacement material thereof. The Project does not include adding any conjectural features or elements from other historic properties.

4) *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

Yankee Jims Road Bridge has not had significant documented changes that may have gained significance in their own right.

5) *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

All of the Yankee Jims Road Bridge's components, except the bridge deck, will be retained. No changes to finishes or alteration of features illustrating construction techniques or craftsmanship will be made. New components will consist of galvanized metal requiring no additional finishes.

6) *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The proposed strengthening of the bridge preserves the maximum amount of the existing bridge historic features, adding anchors and cables to aid existing structural components to continue to function. The bridge deck is sufficiently deteriorated such that it cannot be repaired and requires replacement. The new bridge deck, however, will not match the original corrugated metal deck.

7) *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

No chemical or physical treatments are included in this Project. New metal materials will be galvanized, and the new wood deck planks will be pre-treated to resist decay and pests.

8) *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

The Archaeological Survey Report and Historic Resources Evaluation Report prepared for this Project did not identify any significant archaeological resources within the APE.

9) *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

The analysis in this paragraph focuses on the activities to strengthen the existing bridge, and effects associated with the construction of the new bridge are addressed in the following section. Five actions groups of actions may be considered new additions or alterations to the existing bridge: new bridge deck, improved anchors at the "dead man" anchorages and towers, below deck cable restraints attached to the abutments, improved approaches, and soldier pile wall. The new decking with wheel guards will be new materials differentiated from the original corrugated metal. While the steel and wood planking will not be fully compatible with the historic materials and features of the bridge, the new deck's size, scale, proportion, and massing will be compatible with the only change being that the new deck will be approximately four inches taller than the current deck height. The Project's installation of additional anchors and the cable restraint system will largely not be visible and have minimal impact on the bridge's historic materials and features. The anchors will result in additional bolts on the existing "dead man" anchorages and tower bases with most of the new anchors installed below grade. The cable restraint system and adjacent soldier pile wall will be visible only from below the bridge deck. These largely non-visible additions will be compatible with the extant bridge's historic materials and features, and they will not alter the size, scale, proportion, and massing of the existing bridge and its components. As the deck height modification is very modest in the overall scale of the bridge, the new approach will not significantly alter the relationship between bridge components. Additionally, once the soldier pile wall is installed it will be below grade perpendicular to the western abutment and not have any impact on the historic bridge except to protect its western abutment while the new bridge is being constructed.

10) *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The analysis in this paragraph focuses on the activities to strengthen the existing bridge, and effects associated with the construction of the new bridge are addressed in the following section. Strengthening

the bridge will result in new improvements and additions to the structure: new bridge deck, improved anchors at the "dead man" anchorages and towers, below deck cable restraints attached to the abutments, improved approaches, and soldier pile wall. If the new deck and the soldier pile wall were removed in the future, without an historically appropriate replacement deck or other protections replacing the soldier pile wall, the bridge's essential form and integrity would be, or likely be, impaired. If the added anchors, cable restraints, or improved approaches were removed in the future, it is possible that the bridge's essential form and integrity would be largely unimpaired. Removal of the anchors and cable restraints would return those components of the bridge to their current form. The aggregate at the approaches, which will rise four inches to match the height of the new deck, would likely require excavation in order to remove them, but this could be accomplished without affecting the bridge. The roadway surface at the approaches are not character-defining features of the historic bridge and they could be replaced with another material without impacting any of the bridge's character-defining features.

The activities and their conformance under the SOI Standards for Rehabilitation are summarized in Table 10.

Table 10: Effects of Bridge Strengthening Activities

Strengthening Activity	Meets SOI Standards for Rehabilitation
Removal of the existing corrugated metal decking and the installation of a new galvanized steel plank. New galvanized bent plate steel angles will be installed to support the outside edges of the steel plank.	No. Introduction of new materials
Installation of new timber planking over the steel planks.	No. Introduction of undocumented material
Installation of new timber wheel guards on top of new deck.	No. Part of new deck, introducing new modest design element.
Installation of new vertical ground anchors to the existing cable dead man anchorages.	Yes. Minor visible alteration.
Installation of new steel plate expansion joint at each abutment with non-skid surface.	No. Part of new deck, introducing new modest design element.
Installation of new galvanized anchor bolts at each tower base plate.	Yes. Minor visible alteration.
Installation of new galvanized cable restrainers and associated galvanized steel brackets at the underside of the deck at each abutment. The existing broken angle at the underside of the deck adjacent to the abutment will be removed and replaced with a new galvanized angle.	Yes. Minor visible alteration.

Strengthening Activity	Meets SOI Standards for Rehabilitation
Installation of new aggregate base ramp at each abutment approach.	Yes. Minor visible alteration.
A soldier pile wall will be built underground to protect the existing foundations during construction of the new abutment	Yes. Minor visible alteration adjacent to abutment. No physical impact to bridge's character-defining features.

Overall, upon completion of the Project, the Yankee Jims Road Bridge will continue to retain sufficient historic integrity to convey its significance. The bridge will remain in its current location, and it will retain its historic design as a small suspension bridge. One will still be able to comprehend the workmanship that was used in its original construction, and much of the bridge's historic materials will remain, with the replacement of the bridge deck as the predominant loss of historic material. Activities related to strengthening the bridge will not affect the structure's integrity of setting, except the minimal addition of aggregate at the approaches, and thus this portion of the overall project will result in the bridge retaining its sense of time and place, and it will continue its function as a bridge, and thus it will retain integrity of feeling and association.

Construction of the New Yankee Jims Road Bridge

Construction of the new steel arch bridge 10 to 15 Ft. downstream (south) of the extant Yankee Jims Road Bridge will have an adverse effect upon the historic bridge. The new bridge will not physically impact or alter the historic bridge, but it will alter the setting of the historic property and introduce new visual elements (see Figure 4 in Section 2.3.2).

The SOI Standards for Rehabilitation, and the applicability of each standard to the construction of the new Yankee Jims Road Bridge, are discussed as follows:

1) *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will not alter the use or potential reuse of the older structure, although the added parking area may result in the bridge becoming a stopping point rather than a transitory space that would modify its use. Construction of the new bridge will not change any of the historic bridge's materials or features, although as discussed under Standard 9, it will alter the space and spatial relationship of the bridge to its setting.

2) *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will not physically impact the older structure. Thus, building the new structure will not alter the materials or features of the old bridge. As discussed under Standard 9, the new bridge will alter the space and spatial relationship of the historic bridge to its setting.

3) *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

Construction of the new Yankee Jims Road Bridge will not create a false sense of historical development, as it will clearly be a bridge from a different period than the historic Yankee Jims Road Bridge. No conjectural features or elements from other historic properties will be employed during this Project.

4) *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

There have been no significant changes made to the Yankee Jims Road Bridge since its construction that have acquired historical significance and construction of the new Yankee Jims Road Bridge will not impact any such resources.

5) *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will not physically impact the older structure. Thus, the new bridge's construction will not alter any of the older bridge's materials, features, finishes, or construction techniques that characterize the historic property.

6) *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will not physically impact the older structure. Thus, activities related to building the new bridge will neither repair nor replace any deteriorated feature of the historic bridge.

7) *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will not physically impact the older structure. The Project does not include treatments that will cause damage to the materials of the historic bridge.

8) *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

The Archaeological Survey Report and Historic Resources Evaluation prepared for this Project did not identify any significant archaeological resources within the APE.

9) *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge constitutes related new construction under this standard. This also includes the added parking area, new bridge approaches, and removal of a portion of canyon on the east side of the bridge. While building the new bridge will not physically impact the older structure, and thus will not destroy materials or features of the historic bridge, the new bridge and its related features will alter the spatial relationship of the bridge to its setting. The new bridge's design will be differentiated from, but somewhat compatible with, the old bridge. As an arch bridge with concrete deck, the new bridge will have the appearance of a contemporary bridge that is not a suspension bridge like the historic structure, but its steel arches will be a similar material with the historic bridge. The new bridge, however, will be much larger than the historic bridge, will have a taller profile, and its deck will be at a slightly higher elevation than the historic bridge. Thus, the new bridge will not be compatible with the historic structure in terms of size, scale, proportion, and massing. The new bridge's position adjacent to the historic bridge will impact one's comprehension of the structure within its surroundings, particularly as one approaches the bridge from the south. The new bridge will alter the historic bridge's spatial relationship to its environment that illustrate the facet of the structure's significance as part of the local transportation network in the 1930s in a remote location where the extant bridge replaced an earlier structure on the same alignment. This alignment – at nearly a right angle to the river – aided in the quick construction of this bridge in a location that did not require a more complex engineering response.

10) *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge, as well as the grading and added parking area, constitutes related new construction under this standard. Building the new bridge will not physically impact the older structure and its removal would also not require any impact to the historic bridge. If the new Yankee Jims Road Bridge were to be removed in the future, it would be an enormous enterprise. It is possible that with effort some of the natural environment surrounding the historic bridge, including vegetative patterns and soil characteristics, could be reestablished in the area immediately around the historic bridge, but it seems very unlikely that the excavated hillside adjacent to the east end of the bridge, and other changes to the adjacent landscape caused by grading and tree removal, would be restored. So, following the hypothetical removal of the new Yankee Jims Road Bridge in the future, the current Project would leave the general form and integrity of the historic property unimpaired, but the natural environment around the historic bridge would remain compromised and would continue to diminish the historic property's integrity of setting.

As previously noted, the Yankee Jims Road Bridge will continue to retain sufficient historic integrity to convey its significance upon completion of the Project. The bridge will remain in its current location, and it will retain its historic design as a small suspension bridge. One will still be able to comprehend the workmanship that was used in its original construction, and much of the bridge's historic materials will remain, with the replacement of the bridge deck as the predominant loss of historic material. Furthermore, the bridge will continue its function as a bridge and thus retain its integrity of association. While project activities to strengthen the historic bridge will not affect its integrity of setting, construction of the new bridge adjacent to the old bridge, and related modifications at either end of the bridge, will diminish its integrity of setting, particularly as it relates to the conveyance of its significance as a

replacement bridge quickly constructed in 1930 in a remote location at nearly a right angle to the river on the same alignment as its predecessor. Construction of the new Yankee Jims Road Bridge approximately 10 to 15 ft. downstream (south) of the historic Yankee Jims Road Bridge will also reduce one's comprehension of the sense of time and place of the older structure thus diminishing its integrity of feeling.

Conclusion

This analysis assesses the effect the Yankee Jims Road Bridge Replacement Project will have on the sole historic property in the APE: Yankee Jims Bridge (Bridge 19C0002/ P-37-3744), eligible as an example of a locally planned, small suspension bridge used to carry light roadway traffic in the 1930s. The bridge's period of significance is 1930, it is eligible at the local level, and its boundary is the bridge's footprint.

The Yankee Jims Road Bridge Replacement Project includes strengthening the existing bridge to support construction of a new bridge located just downstream (south) of the existing bridge. The new bridge will be a steel arch design. Not all bridge strengthening activities are consistent with SOI Standards, and the steel arch replacement design induces incompatible visual elements to the setting.

The following presents the conclusions of this finding of adverse effect:

Historic Property	*Effect Finding*	*Avoidance / Minimize Impact*
Yankee Jims Road Bridge	Adverse – direct	Rehabilitation of the historic bridge that meets the SOI Standards, in part

Thus, in applying the Criteria of Adverse Effects in accordance with 36 CFR 800.5(a)(1), the assessment finds the undertaking will have an Adverse Effect on historic properties pursuant to 106 PA Stipulation X.C.1.

At this time, no further archaeological study is required unless project plans change to include areas not previously included in the Project APE or if additional information is received from other sources or special interest groups. Consultation with Native American groups will continue throughout the course of the Project.

The Project has the potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. The implementation of the measures below would reduce any impact to a less-than significant level. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. Measures **CR-1** through **CR-5** would be implemented. The No Build Alternative would result in **No Impact**.

IMPACT CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

As discussed in IMPACT CUL-1 above, the Project does not have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. The implementation of the measures below would reduce any impact to a less-than significant level. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT CUL-3: Potential to disturb any human remains, including those interred outside of dedicated cemeteries?

With any Project requiring ground disturbance, there is always the possibility that unmarked burials may be unearthed during construction. This impact is considered potentially significant. Implementation of Mitigation Measure **CR-2** would reduce this impact to a less-than significant level. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would result in an Adverse Effect on historic properties as summarized above. With implementation of the following measures (**CR-1** through **CR-5**) cultural resources impacts related to the Build Alternative would be **Less Than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. Over time the existing historic bridge would continue to deteriorate and if the bridge fails or falls apart, destroying its historic elements, it will result in a **Potentially Significant Impact** to a historic resource.

3.5.5 Avoidance, Minimization, and/or Mitigation Measures

The minimization and mitigation measures would be implemented to reduce impacts to a less than significant level for both build alternatives.

CR-1: If previously unidentified cultural materials are unearthed during geotechnical or construction activities, work shall be halted within 100 ft. of the area until the archaeological monitor can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. This buffer can be reduced or increased, based on the type of discovery. Should the archaeological discovery include Native American resources, the MLD shall be contacted, to assist in the significance assessment and treatment recommendations.

CR-2: If human remains are encountered, State Health and Safety Code Section 7050.5 dictates that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CR-3: Due to the adverse FOE determination for the Yankee Jims Road Bridge, prepare a Memorandum of Agreement to mitigate adverse effects.

CR-4: Follow all Memorandum of Agreement stipulations required to mitigate for adverse effect to the Yankee Jims Road Bridge.

CR-5: For portions of P-31-631 / CA-PLA-505 which would be protected through the implementation of ESA fencing, conduct archaeological monitoring during ESA fencing installation and during project ground disturbing activities adjacent to ESA fencing.

3.6 ENERGY

3.6.1 Regulatory Setting

Federal Laws and Requirements

NEPA (42 United States Code Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

State Laws and Requirements

CEQA Guidelines section 15126.2(b), Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan, Housing Element 2021-2029 Update and Section 7 – Transportation and Circulation, discusses conservation and use of energy resources within Placer County. The General Plan establishes goals, policies, and programs to improve the quality of living within Placer County.

Placer County Sustainability Plan

The Placer County Sustainability Plan (PCSP) demonstrates Placer County's leadership and commitment to reduce greenhouse gas (GHG) emissions and enhance community resiliency to long-term changes associated with climate-related hazards such as droughts and wildfires. The PCSP is a comprehensive road map that outlines various programs and policies that will be undertaken by the community and the County to achieve the most significant GHG emission reductions in the unincorporated County. In addition to reducing GHG emissions, implementation of the PCSP will help achieve multiple community-wide goals, such as lowering energy costs, reducing air and water pollution, supporting local economic development, and improving public health and quality of life within the County.

3.6.2 Environmental Setting and Existing Conditions

The Project area is designated as Greenbelt/Open Space and Timberland within the Placer County General Plan and is located on BOR recreational land.

Energy consumption can be measured in direct and indirect energy use. Direct energy use is the energy consumed in the actual propulsion of a vehicle using the facility. It can be measured in terms of the thermal value of the fuel [usually measured in British thermal units (BTUs) or Joules], the costs of the fuel, or the quantity of electricity used in the engine or motor. Indirect energy is defined as all the remaining energy consumed to run a transportation system, including construction energy, maintenance energy, and any substantial impacts to energy consumption related to project-induced land use changes and mode shifts, and any substantial changes in energy associated with vehicle operation, manufacturing or maintenance due to increased automobile use.

Direct Energy Consumption

Most existing energy consumption is traffic related. More cars on the road could result in higher traffic which requires vehicles to stop. These stop-and go traffic conditions decrease fuel efficiency, thus increasing fuel consumption. As vehicles require more fuel, there is in increase in fuel shipments (via tanker trucks) on existing roadways to the many gas stations along the corridor. Traffic within the Project area is minimal, as it is located in a rural area. Therefore, direct energy consumption is not as high as in an urban area. Most of the energy consumption would derive from recreational users driving to the bridge to utilize the recreational resources in the area.

Indirect Energy Consumption

The indirect consumption of energy for transportation system materials and processes competes with other important energy needs. One such energy use includes maintenance. Pavement grinding operations, for example, include the use of water to grind existing pavement, which is then exported to an approved facility, such as a slurry pit, so the grindings can then be properly disposed of. Heavy equipment is needed to perform this work, as well as setting up lane closures and detours, which can negatively affect traffic conditions.

3.6.3 Thresholds of Significance

Would the Project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.6.4 Environmental Impacts

IMPACT EN-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

The Project would replace the existing bridge to enhance safety of the facility for vehicular use and would not consume any additional energy resources during operation other than what is currently being consumed. The Project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment and material deliveries. Fuel consumption was calculated by inputting emissions results from the SMAQMD RCEM into the EPA GHG Equivalencies Calculator (https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator). Fuel consumption was then converted into BTU to express energy consumption using BTU conversion rates provided by the US Energy Information Administration (US EIA, May 2021). Table 11 below shows the estimated annual fuel/energy consumption needed to construct the Project.

Table 11: Annual Fuel and Energy Consumption

Construction Year	Annual Fuel and Energy Consumption			
	Build Alternative			
	Diesel		Gasoline	
	Gallons	*BTUs*	*Gallons*	*BTUs*
2024	145,972	20,053,779,332	167,210	20,100,982,940
2025	145,972	20,053,779,332	167,210	20,100,982,940
2026	145,972	20,053,779,332	167,210	20,100,982,940

Construction of the Project is anticipated to last approximately 36 months (or approximately 3 years). Since the Project would take two to three construction seasons, it is reasonable to divide the fuel and energy consumption by three. As indicated in Table 11, energy use associated with the Project construction is estimated to result in the short-term consumption of 145,972 gallons from diesel-powered equipment or 167,210 gallons from gasoline-powered equipment in 2024, 2025, and 2026. These calculations are based on assumption programmed into the RCEM given that an exact breakdown of the combination in gallons of diesel and gasoline cannot be calculated at this time. This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete.

Moreover, construction-related energy consumption would be temporary and not create a new permanent source of energy demand. The demand for fuel would have no noticeable effect on peak or baseline demands for energy in the region. While construction would result in a short-term increase in energy use, construction design features would help conserve energy. For example, recycled or excess material will be used where feasible, such as utilizing the excess fill from hillside removal to create a new unpaved parking lot. Recycled products typically have lower manufacturing and transport energy costs since they do not utilize raw materials, which must be mined and transported to a processing facility. In addition, California regulation (13 CCR 2449[d][3], 2485) will limit idling of diesel-powered equipment. Since fuel is costly, contractors are incentivized to be as energy efficient as possible. Therefore, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during short-term construction operations. The Build Alternative would have a **Less than Significant Impact**. The No Build Alternative would result in **No Impact**.

IMPACT EN-2: Potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project has been designed to use the most energy efficient processes as practicable. Additionally, the Project would remain consistent with the County's Housing Element Update and the PCSP. The Project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. Therefore, both the Build Alternative and No Build Alternative would also result in **No Impact**.

Alternatives Summary

Build Alternative

Construction would result in a short-term increase in energy use. The Build Alternative would result in the consumption of approximately 145,972 gallons of diesel or 167,210 gallons of gasoline in 2024, 2025, and 2026. The energy equivalent of this is approximately 20 million BTU. Construction-related energy consumption would be temporary and would not create a new permanent source of energy demand, therefore resulting in a **Less than Significant Impact.**

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and therefore the No Build Alternative would have **No Impact** on energy.

3.6.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have a **Less than Significant Impact** on energy resources and would not conflict with state or local renewable energy or energy efficiency plans and, therefore, no measures are proposed.

3.7 GEOLOGY/SOILS

3.7.1 Regulatory Setting

Federal Laws and Requirements

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

CWA Section 402/National Pollutant Discharge Elimination System

The 1972 amendments to the federal CWA established the NPDES permit program to control discharges of pollutants from point-source discharges (discharges originating from one known source of pollutants including storm drains and pipes) and non-point sources (runoff or precipitation). NPDES is the primary federal program that regulates point-source and nonpoint-source discharges to waters of the U.S.

The 1987 amendments to the CWA created a new section of the CWA devoted to stormwater permitting (Section 402), which is directly relevant to excavation and soil erosion. Section 402 mandates that certain types of construction activity comply with the requirements of EPA's NPDES program. EPA has granted the State of California primacy in administering and enforcing the provisions of the CWA and NPDES within the borders of the state. NPDES permits are issued by one of the nine RWQCBs. Construction activity disturbing 1 acre or more must obtain coverage under the state's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (see Construction Activities Storm Water Construction General Permit, below).

U.S. Geological Survey National Landslide Hazard Program

To fulfill the requirements of Public Law 106-113, U.S. Geological Survey created the National Landslide Hazards Program to reduce long-term losses from landslide hazards by improving understanding of the causes of ground failure and suggesting mitigation strategies. The Federal Emergency Management Agency (FEMA) is the responsible agency for the long-term managements of natural hazards.

State Laws and Requirements

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, faults are zoned and construction along or across them is strictly regulated if they are sufficiently active and well defined. A fault is considered sufficiently active if one or more of its segments or strands show evidence of surface displacement during the Holocene time (defined for purposes of the Alquist-Priolo Act as referring to approximately the last 11,000 years). A fault is considered

well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Bryant and Hart 2007).

Seismic Hazards Mapping Act

Similar to the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC Section 2690–2699.6) is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act; the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been conducted, and measures to reduce potential damage have been incorporated into the development plans. Geotechnical investigations conducted within Seismic Hazard Zones must incorporate standards specified by California Geological Survey Special Publication 117a, Guidelines for Evaluating and Mitigating Seismic Hazards (California Geological Survey 2008).

Construction Activities Storm Water Construction General Permit (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ)

The General NPDES Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002) (Construction General Permit) regulates stormwater discharges for construction activities under CWA Section 402. Dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the Construction General Permit. Construction activity subject to this permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list BMPs that the discharger will use to protect stormwater runoff and document the placement and maintenance of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants, to be implemented in case of a BMP failure; and a monitoring plan for turbidity and pH for projects that meet defined risk criteria. The requirements of the SWPPP are based on the construction design specifications detailed in the final design plans of a project and the hydrology and geology of the site expected to be encountered during construction. The local or lead agency requires proof of coverage under the Construction General Permit prior to building permit issuance. The Central Valley RWQCB administers the NPDES stormwater permit program in Placer County. The Project would involve more than 1 acre of land disturbance, and therefore a Construction General Permit would be required.

Municipal Separate Storm Sewer System Program

The EPA defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater. As part of the NPDES program, EPA initiated a program requiring that entities having MS4s apply to their local RWQCB for stormwater discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. Phase II expanded the program to municipalities with populations less than 100,000 as well as small MS4s outside the urbanized areas that are designated by the permitting authority to obtain NPDES permit coverage for their stormwater discharges.

Generally, Phase I MS4s are covered by individual permits and Phase II MS4s are covered by a general permit. Placer County is a Phase II Small MS4 Traditional Renewal Permittee under MS4 Order No. 2013-0001-DWQ. The Phase II General Permit requires that cities and counties develop and implement programs and measures, such as a Construction Site Storm Water Runoff Control Program and a Post Construction Storm Water Management Program, to reduce the discharge of pollutants in stormwater discharges to the maximum extent possible. These programs and measures include implementation of BMPs, control techniques, system design and engineering methods, and other measures as appropriate. As part of permit compliance, these permit holders have created stormwater management plans (SWMPs) for their respective locations. These plans outline the requirements for municipal operations, industrial and commercial businesses, construction sites, and planning and land development. These requirements may include multiple measures to control pollutants in stormwater discharge. During implementation of specific projects under the program, project applicants will be required to follow the guidance contained in the SWMPs as defined by the permit holder in that location.

Caltrans holds a General NPDES Permit that covers statewide Caltrans municipal stormwater discharges. The Project will primarily comply with the Caltrans NPDES permit rather than the Placer County MS4 Permit.

2013 California Building Standards Code

The State's minimum standards for structural design and construction are given in the California Building Standards Code (CBSC) (24 CCR). The CBSC is based on the International Building Code, which is used widely throughout U.S. (generally adopted on a state-by-state or district-by-district basis) and has been modified for California conditions with numerous, more detailed or more stringent regulations. The CBSC requires that "classification of the soil at each building site will be determined when required by the building official" and that "the classification will be based on observation and any necessary test of the materials disclosed by borings or excavations." In addition, the CBSC states that "the soil classification and design-bearing capacity will be shown on the (building) plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of construction, including excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. In accordance with California law, certain aspects of the Project would be required to comply with all provisions of the CBSC.

Local Laws and Requirements

Geotechnical Investigations

Local jurisdictions typically regulate construction activities through a multistage permitting process that may require a site-specific geotechnical investigation. The purpose of the investigation is to provide a basis for the development of appropriate construction design. The site-specific geotechnical investigation is to be based on adequate test borings or excavations in the area where construction would occur and prepared by a civil engineer who is registered with the state.

The Placer County Engineering and Surveying Division issues Grading Permits and investigates grading and drainage complaints. Grading is subject to the Placer County Code of Ordinances, specifically Chapter 15.48 – Grading, Erosion and Sediment Control Ordinance.

Grading, Erosion, and Sediment Control Ordinance

The County Grading, Erosion, and Sediment Control Ordinance (Chapter 15.48 of the County Code) is enacted for the purpose of regulating grading on property within the unincorporated area of Placer County to safeguard life, limb, health, property and public welfare; to avoid pollution of watercourses with hazardous materials, nutrients, sediments, or other earthen materials generated on or caused by surface runoff on or across the permit area; and to ensure that the intended use of a graded site is consistent with the Placer County General Plan, along with any specific plans adopted thereto and applicable Placer County ordinances. Pursuant to the ordinance, the design of the drainage facilities in the County must comply with the West Placer Storm Water Quality Design Manual (Placer County 2018).

West Placer Storm Water Quality Design Manual

The West Placer Storm Water Quality Design Manual was adopted in 2016 and revised in 2018. It was developed cooperatively between Placer County, the City of Roseville, the City of Lincoln, the City of Auburn, and the Town of Loomis. The Manual provides guidance for projects that are required to comply with CWA regulations and presents Low Impact Development design standards to reduce runoff, treat storm water, and provide baseline hydromodification management. The manual is a regulatory compliance tool that addresses the requirements of the State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-001- DWQ, NPDES General Permit No. CAS000004, Waste Discharge Requirements for Storm Water Discharges from Small MS4s (Phase II MS4 Permit) (Placer County 2018).

Placer County General Plan

To protect public health and the environment from geologic and seismic hazards, the Health and Safety section of the County General Plan (Placer County 2013) includes the following goal:

- Goal 8.A, *Seismic and Geological Hazards* addresses minimizing the loss of life, injury, and property damage due to seismic and geological hazards. Policies 8.A.1 through 8.A.11 outline what the County proposes to do to achieve this goal.

Placer County Code of Ordinances

The County has adopted the Placer County Code of Ordinances as the basis for policies that are applicable to this Project.

3.7.2 Environmental Setting and Existing Conditions

The Project is located in the foothills of the Sierra Nevada's. The area immediately near the site of the new bridge consists of Maymen-Rock outcrop complex, 50 to 75 percent slopes and Rock outcrop, with Riverwash under the existing and proposed new bridge. The majority of the Yankee Jims roadway leading to the bridge approaching from the west consists of Maymen-Rock outcrop complex, 50 to 75 percent slopes with Rock outcrop being predominate along the roadway approach from approximately 0.7 miles west of the North Fork American River.

3.7.3 Thresholds of Significance

Would the Project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

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

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

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

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

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

3.7.4 Environmental Impacts

IMPACT GEO-1: Potential to 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; (ii) Strong seismic ground shaking; (iii) Seismic-related ground failure, including liquefaction; (iv) Landslides?

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The Project is not located within an Alquist Priolo Earthquake Fault Zone. The nearest seismic source is the Gillis Hill Fault, a Pre-Quaternary fault that is older than 1.6 million years or a fault without recognized Quaternary displacement. Therefore, according to the CDC, there is a very low risk of rupture, seismic ground shaking, and seismic-related ground failure. The Build Alternative and No Build Alternative would result in **No Impact**.

IMPACT GEO-2: Potential to result in substantial soil erosion or the loss of topsoil?

The Project would require ground disturbing activities during construction of the new bridge. In order to reduce the potential for erosion, the Project will be designed with erosion control measures. Furthermore, erosion control practices would be required of the Project as part of the SWPPP identified under Section 3.10 Hydrology and Water Quality. With implementation of **WQ-1** through **WQ-4**, the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT GEO-3: Potential to 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?

Soil material in the Project area is predominantly rock outcrop. A less than significant impact to stability may temporarily occur during construction, but the risk of landslide, lateral spreading, subsidence, liquefaction, or collapse is low due to the nature of the terrain and the water profile. The Build Alternative would have a **Less than Significant Impact**. The No Build Alternative would result in **No Impact**.

IMPACT GEO-4: Potential to 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?

Soils within the Project area are predominantly rock outcrop. These soil types are well drained and have a very high runoff class. The Build Alternative would have a **Less than Significant Impact**. The No Build Alternative would result in **No Impact**.

IMPACT GEO-5: Potential to affect 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?

The Project would not utilize septic tanks or an alternative wastewater disposal system on the site. Therefore, the Project would have no impact due to soils incapable of adequately supporting septic systems. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

IMPACT GEO-6: Potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Fossil remains of prehistoric and animal life could be found in the sedimentary rocks and volcanic rock sedimentary materials that are present throughout western Placer County. Sediments associated with the Mehrten Formation in the Roseville area have been found to contain fossils of terrestrial vertebrates. No inventory or other information sources exists that characterizes the extent, sensitivity, or significance of paleontological resources in Placer County. No findings of unique paleontological resources or sites or unique geological features were identified in the Placer County General Plan EIR within the Project area. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

Geological and soil impacts are not anticipated to be significant as a result of the Build Alternative. In order to reduce the potential for erosion, the Project will be designed with erosion control measures.

With the mitigation measure and standard erosion control practices referenced below, impacts would be reduced to levels that are **Less than Significant with Mitigation.**

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and therefore the No Build Alternative would have **No Impact** on geology or soils.

3.7.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have a **Less than Significant Impact with Mitigation** to geology and soils due to the implementation of Water Quality measures **WQ-1** through **WQ-4**, and the erosion control practices that will be required as part of the SWPPP. See *Section 3.10 Hydrology/Water Quality* for a complete list of measures.

3.8 GREENHOUSE GAS EMISSIONS

3.8.1 Regulatory Setting

State Laws and Requirements

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change, the efforts devoted to GHG emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO_2, CH_4, NO_X, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of AB 32, the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change (Governor's Office of Planning and Research, 2008). Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines Sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

Local Laws and Requirements

Placer County Sustainability Plan

The PCSP demonstrates Placer County's leadership and commitment to reduce GHG emissions and enhance community resiliency to long-term changes associated with climate-related hazards such as droughts and wildfires. The PCSP is a comprehensive road map that outlines various programs and policies that will be undertaken by the community and the County to achieve the most significant GHG emission reductions in the unincorporated county. In addition to reducing GHG emissions, implementation of the PCSP will help achieve multiple community-wide goals, such as lowering energy costs, reducing air and water pollution, supporting local economic development, and improving public health and quality of life within Placer County.

Placer County Air Pollution Control District

The PCAPCD is the regulatory authority that monitors air quality in the region and establishes policies and guidelines to improve air quality. On October 13, 2016, the District Board of Directors adopted the *Review of Land Use Projects under CEQA Policy*. This policy establishes thresholds of significance for criteria pollutants as well as GHG and the review principles which serve as guidelines for the District Board of Directors staff when they act as a participating agency to review and comment on the environmental documents prepared by the lead agencies.

3.8.2 Environmental Setting and Existing Conditions

Yankee Jims Road is a rural and narrow, dirt road that travels southeast from Colfax eventually crossing the North Fork American River and continuing on to Foresthill. The road is paved on the Colfax side up until Gillis Hills Road and is mostly unpaved (dirt) the vast majority of the way to Foresthill. The Project would build a new bridge over the North Fork American River that would eliminate the one-lane bridge (to vehicular traffic) which currently causes vehicles to idle while waiting for other travelers to cross the bridge. The Project would have minor roadway improvements to the approaches and along Yankee Jims Road for construction access. However, these improvements would not inherently increase traffic on the road.

3.8.3 Thresholds of Significance

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

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

3.8.4 Environmental Impacts

IMPACT GHG-1: Potential to generate substantial greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG emissions for transportation projects can be divided into those produced during construction (short-term) and those produced during operations of the facility (long-term). Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. GHG emissions produced during

operations are those that result from potentially increased traffic volumes or changes in automobile speeds.

Short-Term Construction Emissions

Short-term construction emissions from the Project are anticipated. Emissions from construction equipment would include all equipment powered by gasoline and diesel engines. The RCEM estimates construction equipment effects of criteria pollutants including CO, NOX, VOCs, directly emitted PM10 and PM2.5, and toxic air contaminants such as diesel exhaust particulate matter. These emissions would be temporary and limited to the immediate area surrounding the construction site. Placer County has a GHG emissions threshold of 10,000 MT CO_2e for construction.

The RCEM model was calculated with the Project's construction anticipated to take approximately 36 months (or approximately 3 years). It was determined that the total amount of emissions generated by construction of the Project is 4,458 MT CO_2e for the Build Alternative (see Appendix B). Therefore, the total GHG emissions for the entire Project are below the County's 10,000 MT CO_2e threshold.

Table 12: Construction GHG Emissions

Maximum Project Construction Emissions (Metric Tons of Carbon Dioxide Equivalent per year)	**PCAPCD Construction Emissions Threshold (Metric Tons of Carbon Dioxide Equivalent per Year)**
4,458 MT CO_2e/year	10,000 MT CO_2e/year
Source: Road Construction Emissions Model, Version 9.0.1 & PCAPCD Review of Land Use Projects Under CEQA Policy, 2016	

As summarized in Table 12, construction related emissions would not exceed PCAPCD threshold criteria for significant GHG impacts. Since the emissions remain below the PCAPD threshold criteria, the Build Alternative would result in a **Less than Significant Impact**.

Long-Term Operational Emissions

The Project would not result in any operational increases in the number of automobiles in the traffic system; therefore, operational emissions are not anticipated. As the Project intends to replace the existing bridge with no additional travel lanes anticipated, operational GHG emissions will remain the same. Therefore, the completed Project operation would have no impact relating to GHG emissions. Overall, GHG emissions related to the Build Alternative would result in a **Less than Significant Impact**. The No Build Alternative would result in **No Impact**.

IMPACT GHG-2: Potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emission. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

Short-term construction emissions from the Project are anticipated resulting in a **Less than Significant Impact**. However, the Build Alternative would not exceed the PCAPD GHG significance threshold. Operational increases in emissions are not anticipated since the Build Alternative would replace the existing bridge with no additional travel lanes.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and therefore the No Build Alternative would have **No Impact** on GHG emissions.

3.8.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have a **Less than Significant Impact** on GHG emissions and would not conflict with any applicable plan, policy, or regulation adopted for the purpose of greenhouse gas emissions. Therefore, no measures are proposed.

3.9 HAZARDS & HAZARDOUS MATERIALS

3.9.1 Regulatory Setting

Federal Laws and Requirements

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, is a federal act establishing a national trust for hazardous-waste-related industries to be able to fund and coordinate large cleanup activities for hazardous waste spills and accidents and to clean up older abandoned waste sites. Amended in 1986, the act establishes two primary actions: (1) to coordinate short-term removal of hazardous materials; and (2) to coordinate and manage the long-term removal of hazardous materials identified on the EPA's National Priorities List (NPL). The NPL is a record of known or threatened releases of hazardous substances, pollutants, or contaminants. A national database and management system, known as the Comprehensive Environmental Response, Compensation, and Liability Information System, is used by the U.S. EPA to track activities at hazardous waste sites considered for cleanup under CERCLA. CERCLA also maintains provisions and guidelines dealing with closed and abandoned waste sites and tracks amounts of liquid and solid media treated at sites on the NPL or sites that are under consideration for the NPL.

Occupational Safety and Health Standards

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The Occupational Safety and Health Administration (OSHA) is responsible for ensuring worker safety in the workplace.

OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices within the state. At sites known to be contaminated, a site safety plan must be prepared to protect workers. The site safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

Resource Conservation and Recovery Act of 1976 (43 United States Code Sections 6901-6987)

The Resource Conservation and Recovery Act of 1976 (RCRA), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. This amendment also requires the EPA to establish a comprehensive regulatory program for underground storage tanks. The corresponding regulations in 40 CFR Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

State Laws and Requirements

Asbestos Regulations

Title 8 CCR Section 1529 regulates asbestos exposure in all construction work and defines permissible exposure limits and work practices. Typically, removal or disturbance of more than 100 square feet of material containing more than 0.1% asbestos must be performed by a registered asbestos abatement contractor, but associated waste labeling is not required if the material contains 1% or less asbestos. When the asbestos content of materials exceeds 1%, virtually all requirements of the standard become effective. With respect to potential worker exposure, notification, and registration requirements, the

California Division OSHA defines asbestos-containing construction material as construction material that contains more than 0.1% asbestos (8 CCR 341.6).

Hazardous Waste Control Act

The state equivalent of RCRA is the Hazardous Waste Control Act (HWCA). HWCA created the State Hazardous Waste Management Program, which is similar to the federal RCRA program but generally more stringent. HWCA establishes requirements for the proper management of hazardous substances and wastes with regard to criteria for: (1) identification and classification of hazardous wastes; (2) generation and transportation of hazardous wastes; (3) design and permitting of facilities that recycle, treat, store, and dispose of hazardous wastes; (4) treatment standards; (5) operation of facilities; (6) staff training; (7) closure of facilities; and (8) liability requirements.

Emergency Services Act

Under the California Emergency Services Act, the State developed an emergency response plan to coordinate emergency services provided by all governmental agencies. The plan is administered by the California Office of Emergency Services (OES). OES coordinates the responses of other agencies, including the EPA, FEMA, the California Highway Patrol, RWQCBs, air quality management districts, and county disaster response offices. Local emergency response teams, including fire, police, and sheriff's departments, provide most of the services to protect public health.

California Health and Safety Codes

The California EPA has been granted primary responsibility by U.S. EPA for administering and enforcing hazardous materials management plans within California. The California EPA defines a hazardous material more generally than the U.S. EPA as a material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released (26 CCR 25501).

State regulations include detailed planning and management requirements to ensure that hazardous materials are properly handled, stored, and disposed of to reduce human health risks. In particular, the state has acted to regulate the transfer and disposal of hazardous waste. Hazardous waste haulers are required to comply with regulations that establish numerous standards, including criteria for handling, documenting, and labeling the shipment of hazardous waste (26 CCR 25160 et seq.).

Cortese List

The California EPA maintains the Hazardous Wastes and Substances Site (Cortese) List, a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The list must be updated at least once per year, per Government Code Section 65962.5. The California Department of Toxic Substances Control, SWRCB, and California Department of Resources Recycling and Recovery all contribute to the site listings.

California PRC Sections 4201-4204

This section of the California PRC was amended in 1982 to require the California Department of Forestry and Fire Protection (CAL FIRE) to classify Fire Hazard Severity Zones within State Responsibility Areas (SRAs). CAL FIRE classifies lands within SRAs by severity of fire hazard present to identify measures to retard the rate of spreading and reduce the potential intensity of uncontrolled fires that threaten to destroy resources, life, or property.

Placer County General Plan

The Placer County General Plan Health and Safety Element contains goals, objectives, and policies related to Hazards and Hazardous Materials. The following goals are applicable to Hazards and Hazardous Materials:

- Goal 8.E, *To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effects of natural or technological disasters.*
- Goal 8.G, *To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.*

3.9.2 Environmental Setting and Existing Conditions

A Hazardous Waste Initial Site Assessment was prepared in November 2021 to obtain information regarding the potential for existing hazardous substances and/or petroleum product impacts within the Project area (WRECO 2021). As part of the assessment regulatory records searches, file reviews, historical database reviews, and a site reconnaissance were conducted. Environmental Data Resources, Inc. searched federal, state, and local environmental databases for Recognized Environmental Condition (REC) listings pertaining to the Project area and properties/facilities near the Project area. On March 31, 2021, a site reconnaissance was performed.

Yankee Jims Road is a narrow and winding road on both sides of the existing bridge. It is a rural local road that provides connection between the communities of Colfax and Foresthill. Yankee Jims Road, on the Colfax side, will be utilized to transport equipment and materials to the site during construction. The following recognized environmental conditions (REC) have potential to be present on the bridge or within the Project area.

- Asbestos-containing Material (ACM) and Lead-based Paint (LBP) – the existing bridge was built in 1930, so there is potential for ACM. Additionally, there is potential for LBP in the white paint on the bridge structure above the foundation.
- Aerially Deposited Lead (ADL) – potential for lead in exposed soil from historical vehicle emissions since leaded gasoline was used through the 1970s and the shoulders of the roadway may contain ADL.
- Metals – silver and gold were mined in personal claims upgradient from the Project area. Potential cyanide or arsenic from tailings may be present.
- Naturally Occurring Asbestos (NOA) – large rock outcrops pose potential for serpentinites, altered ultramafic rocks, and some mafic rocks.

3.9.3 Thresholds of Significance

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset

and accident conditions involving the release of hazardous materials into the environment?

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

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

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

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

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

3.9.4 Environmental Impacts

IMPACT HA-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

During construction activities, the Project would involve use of heavy equipment for grading, hauling, and handling of materials. Use of this equipment may require the use of fuels and other common materials that have hazardous properties (e.g., hydrocarbons, flammable fuels). These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a hazard to people, animals, or plants. All refueling of construction vehicles and equipment would occur within the designated areas of the Project area. The use of hazardous materials would be short-term and temporary. The long-term operation of the facility (new bridge structure) would not result in routine transport, use, or disposal of hazardous materials. With implementation of measure **HAZ-4**, the Project contractor would be required to prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) to prevent any potentially significant impacts related to hazards and hazardous waste. Impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT HA-2: Potential to 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?

During short-term construction activities, the Project would require ground disturbance that would cause the potential for unknown contaminates or accident conditions involving the release of hazardous materials into the environment, as well as upset or accident relating to machinery. Additionally, according to the Initial Site Assessment prepare for the Project, five potential RECs were identified within the Project boundaries including ACM, LBP, ADL, metals and NOA (see above Section 3.9.2 for details).

Given the potential for these RECs to occur at the Project site Phase II hazardous waste testing has been completed for the Project. The Project would have no operational effects relating to reasonably foreseeable upset and accident conditions involving the release of hazardous materials. With implementation of measures **HAZ-1** through **HAZ-4**, impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT HA-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No schools are located within one-quarter mile of the Project site. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

IMPACT HA-4: Potential to 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?

The databases EnviroStor and GeoTracker were used to identify potentially active or old hazardous waste sites within the Project vicinity (EnviroStor 2020, GeoTracker 2020). Based on this information, no known hazardous waste sites occur within 1 mile of the Project area. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

IMPACT HA-5: Potential to be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area?

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

IMPACT HA-6: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project's short-term construction activities or operation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Yankee Jims Road will remain open on the Foresthill side during construction with some short-term intermittent closures. Prior to construction, the County will coordinate with emergency services regarding access in the event of an emergency during construction. However, as is, the existing bridge does not accommodate emergency vehicle access due to the carrying capacity restrictions. The Project would improve emergency response time by allowing direct access over North Fork American River to rural communities in the Colfax and Foresthill vicinity. Therefore, no operational effects on future traffic congestion or interference with an emergency evacuation plan route would occur. The Build Alternative would result in a **Less than Significant Impact.**

The current bridge, with limiting carrying capacity, is a significant hazard to emergency response time and access if the Project is not constructed. Therefore, the No Build Alternative would result in a **Potentially Significant Impact** related to emergency response.

IMPACT HA-7: Potential to 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?

The Project's short-term construction activities or operation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. In the event of a wildland fire in the Project vicinity, an evacuation route will be maintained throughout construction. Measures **WF-1** through **WF-3** (see Section 3.18) would be implemented during construction to minimize any potential impacts. Impacts

related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in a **Potentially Significant Impact**.

Alternatives Summary

Build Alternative

Hazardous waste impacts are not anticipated to be significant as a result of the Build Alternative. Phase II hazardous waste testing has been completed to identify which RECs are present within the Project area, where they are located and the necessary actions/remediations required to comply with state and federal laws. With any Project requiring ground disturbance, there is a potential to encounter unknown hazardous substances. With implementation of measures listed below, impacts would be reduced to **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The existing bridge is a significant hazard to emergency response time due to limiting carrying capacity loads restricting access for emergency vehicles (e.g., fire trucks), if the proposed bridge is not constructed. Additionally, the bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it would result in a hazard to people and wildlife utilizing the surrounding area and North Fork American River. The No Build Alternative has the potential, over time, to result in a **Potentially Significant Impact** related to hazards and hazardous materials.

Therefore, the No Build Alternative would result in a **Potentially Significant Impact.**

3.9.5 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures would be implemented to reduce potential impacts related to hazards and hazardous materials to a level that is **Less than Significant with Mitigation.**

HAZ-1: Under the federal asbestos National Emissions Standards for Hazardous Air Pollutants regulations (NESHAP, 40 CFR Part 61, Subpart M), incorporated into California air quality regulations by California Health and Safety Code Section 39658(b)(1) and in compliance with NESHAP regulations, a Certified Asbestos Consultant (CAC) must make definitive conclusions regarding the presence of ACM prior to construction. A CAC will be hired to conduct the testing during Phase II investigations prior to construction. If ACM is found to be present, the contractor will provide written notification of renovation of structures to the Placer County Air Pollution Control District at least 10 business days prior to start of rehabilitation. Additionally, the contractor will ensure all required permits are obtained and ensure applicable fees are paid.

Abatement of ACM should be conducted by contractors certified to perform such work and in accordance with state and federal regulations. Waste management issues for ACM are regulated under California Code of Regulations Title 22 and the National Emission Standards for Hazardous Air Pollutants (NESHAP). The contractor will ensure ACM is properly managed and removed from the project site in accordance with the latest Caltrans Standard Special Provision for ASBESTOS-CONTAINING CONSTRUCTION MATERIALS IN BRIDGES.

HAZ-2: The contractor will ensure that prior to construction, lead-based paint surveys utilizing a certified consultant are conducted to identify the presence of lead-based paint within the bridge structure.

If lead-based paint is determined to be present on the bridge structure, the contractor will ensure lead-based paint is properly managed and removed from the project site in accordance with the latest Caltrans Standard Special Provision.

HAZ-3: The contractor will ensure a certified consultant conducts soil sampling for ADL, potential cyanide and arsenic from past mining activities, and NOA prior to construction.

HAZ-4: The contractor will prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP will include information on the nature of all hazardous materials that will be used on-site. The SPCCP will also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up will be provided in the SPCCP.

3.10 HYDROLOGY/WATER QUALITY

3.10.1 Regulatory Setting

Federal Laws and Requirements

Clean Water Act

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source unlawful unless the discharge is in compliance with a NPDES permit. Known today as the CWA, Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S., to obtain certification from the State that the discharge would comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request. See below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. RWQCB administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and MS4s.

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the USACE.

The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

USACE issues two types of 404 permits: Standard and General permits. For General permits there are two types: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are also two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA Section 404 (b)(1) Guidelines (U.S. EPA CFR 40 Part 230), and whether permit approval is in the public interest. The 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative, to the proposed discharge that would have less effects on waters of the U.S., and not have any other significant adverse environmental consequences. Per Guidelines, documentation is needed that a sequence of avoidance,

minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the 404(b)(1) Guidelines, must meet general requirements (33 CFR 320.4).

State Laws and Requirements

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. Waters of the State include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The SWRCB and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants, which are then state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (NPDES permits or Waste Discharge Requirements), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB adjudicates water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

Construction Activities Storm Water Construction General Permit (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ)

The Construction General Permit (Order 2009-0009-DWQ, NPDES No. CAS000002) regulates stormwater discharges for construction activities under CWA Section 402. Dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the

Construction General Permit. Construction activity subject to this permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs that the discharger will use to protect stormwater runoff and document the placement and maintenance of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants, to be implemented in case of a BMP failure; and a monitoring plan for turbidity and pH for projects that meet defined risk criteria. The requirements of the SWPPP are based on the construction design specifications detailed in the final design plans of a project and the hydrology and geology of the site expected to be encountered during construction. The local or lead agency requires proof of coverage under the Construction General Permit prior to building permit issuance. The Central Valley RWQCB administers the NPDES stormwater permit program in Placer County. The Project would involve more than 1 acre of land disturbance, and therefore a Construction General Permit would be required.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project would be in compliance with state water quality standards. The most common federal permit triggering 401 Certification is a CWA Section 404 permit, issued by USACE. The 401 Certification is obtained from the appropriate RWQCB, dependent on the project location, and is required before USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Local Laws and Requirements

The general objective for all waters of the Central Valley Region is as follows:

The anti-degradation directives of Section 13000 of the Water Code and SWRCBs Resolution No. 68-16 ("Statement of Policy with Respect to Maintaining High Quality Waters in California") require that high quality waters of the state shall be maintained "consistent with the maximum benefit to the people of the state." The RWQCB applies these directives when issuing a permit, or in an equivalent process, regarding any discharge of waste which may affect the quality of surface or ground waters in the region.

Implementation of this policy to prevent or minimize surface and ground water degradation is a high priority for the RWQCBs. In nearly all cases, preventing pollution before it happens is much more cost-effective than cleaning up pollution after it has occurred. Once degraded, surface water is often difficult to clean up when it has passed downstream. Likewise, cleanup of ground water is costly and lengthy due, in part, to its relatively low assimilative capacity and inaccessibility. The prevention of degradation is, therefore, an important strategy to meet the policy's objectives.

The RWQCBs will apply Resolution No. 68-16 in considering whether to allow a certain degree of degradation to occur or remain. In conducting this type of analysis, the RWQCBs will evaluate the nature of any proposed discharge, existing discharge, or material change therein, that could affect the quality of waters within the region. Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the state.

Pursuant to this policy, a Report of Waste Discharge, or any other similar technical report required by the Board pursuant to Water Code Section 13267, must include information regarding the nature and extent of the discharge and the potential for the discharge to affect surface or ground water quality in the region. This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives. The extent of information necessary will depend on the specific conditions of the discharge. For example, use of best professional judgment and limited available information may be sufficient to determine that ground or surface water will not be degraded. In addition, the discharger must identify treatment or control measures to be taken to minimize or prevent water quality degradation.

Placer County General Plan

The Placer County General Plan serves as the overall guiding policy document for the unincorporated areas of the County. The following summarizes the Project's consistency with the applicable policies from the County's General Plan relating to hydrology and water quality:

- Policy 6.A.4, *Where stream protection is required or proposed, the County should require public and private development to:*

  e. *Use design, construction, and maintenance techniques that ensure development near a creek will not cause or worsen natural hazards (such as erosion, sedimentation, flooding, or water pollution) and will include erosion and sediment control practices.*

3.10.2 Environmental Setting and Existing Conditions

A Water Quality Assessment Report was prepared for the Project in February 2021 (Dokken Engineering$_2$ 2021). The Project is within the Upper American River Watershed and along the North Fork American River. The North Fork American River, one of three forks, originates in the eastern portion of Placer County within the Tahoe National Forest flowing under Yankee Jims Bridge (the Project site) and eventually meeting the Middle Fork American River near Auburn.

Local Hydrology

Surface Water Features

Based on biological surveys and jurisdictional delineations, no state or federally protected wetlands are present within the Project area. However, the Project does contain the following water features, North Fork of the American River, Shirttail Creek, Bunch Creek and eleven ephemeral drainages along Yankee Jims Road. These aquatic features are considered jurisdictional waters of the U.S. under the CWA and are also waters of the state.

The North Fork American River is 85 miles long originating in the Tahoe National Forest. The river flows west and then southwest passing Colfax and through Clementine Reservoir before reaching the confluence with the Middle Fork American River below the town of Auburn.

Shirttail Creek connects to the North Fork of the American River within the northeastern portion of the Project area. Shirttail Creek originates at Sugar Pine Reservoir and flows for approximately 12 miles before joining the North Fork of the American River.

Bunch Creek is present in the western portion of the Project area where it crosses Yankee Jims Road under a small bridge/culvert. This creek flows approximately 2.6 miles before entering the North Fork American River approximately 0.62 river miles downstream of the Yankee Jims Bridge.

The ephemeral drainages present along Yankee Jims Road within the Project area are a direct result of precipitation events and originate at the top of the watershed. These drainages flow down the steep hillsides, cross Yankee Jims Road through culverts, and eventually connect to the lowest point in the watershed, Bunch Creek.

Floodplains and Ground Water

The FEMA Flood Insurance Rate Map (FIRM) indicates the Project area is in Zone X, an area of minimal flood hazard (FEMA 2021, see Appendix E). Groundwater within unincorporated areas of Placer County is poorly defined and variable. There is no evidence that aquifers are present within the Project area.

Existing Water Quality

The North Fork American River is a 303(d) listed for mercury waterbody that runs from Tahoe National Forest to the confluence of the Middle Fork American River (Conservation Biology Institute 2023). Other water features present within the Project area, including Shirttail Creek, Bunch Creek and ephemeral drainages do no have a 303(d) listing but are hydrologically connected to the North Fork American River.

Existing Hydrology

A Location Hydraulic Study was prepared for the Project in 2021 (WRECO 2021). Results from hydraulic models show that the existing bridge and Build Alternative have a large amount of freeboard over the 50-, 100-, and 200-year storm events. The freeboard for the 200-year storm is 25.6 ft. for the existing bridge and 28.0 ft. for the Build Alternative. Both the existing bridge and Build Alternative meet the Caltrans hydraulic criteria of passing the 100-year flow and have a minimum of 2 ft. of freeboard above the 50-year water surface elevation.

Table 13: Freeboard Levels

Alternative	Minimum Soffit Elevation	200-year	100-year	50-year
Existing Bridge	980.0 ft.	25.6 ft.	30.4 ft.	35.0 ft.
Proposed Bridge	981.0 ft.	28.0 ft.	33.2 ft.	38.3 ft.

Hydrologic and hydraulic analyses for construction wherein they provided statistical analysis of flows and water surface elevations for various probabilities of occurrence of flows during the assumed construction periods. The analysis provided guidance for risks associated with losing temporary shoring during storm events.

3.10.3 Thresholds of Significance

Would the Project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
(i) result in substantial erosion or siltation on- or off-site;
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
(iv) impede or redirect flood flows?
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

3.10.4 Environmental Impacts

IMPACT HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Project would disturb greater than one acre of soil, therefore a Construction General Permit is required, consistent with Construction General Permit Order No. 2009-009-DWQ, issued by the SWRCB to address storm water runoff. The permit would address grading, clearing, grubbing, and disturbances to the ground, such as stockpiling, or excavation. This permit would also require the preparation and implementation of a SWPPP with the intent of keeping all products of erosion from moving off site into receiving waters. The SWPPP includes BMPs to prevent construction pollutants from entering storm water runoff. Additionally, the following permits related to water quality will be obtained prior to construction; a Section 1602 Lake and Streambed Alteration Agreement, a Section 401 Water Quality Certification, and a Section 404 Nationwide Permit 14. By preparing and following the stormwater BMPs provided in the SWPPP, along with the inclusion of measures **WQ-1** through **WQ-7**, and measures resulting from the permitting process, impacts related to the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

The Project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies. Therefore, the Build Alternative and No Build Alternative would result in **No Impact**.

IMPACT HYD-3: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially

increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

Short-term construction activities would result in the loss of vegetation and general disturbance to the soil within the Project footprint. Removal of vegetation and soil can accelerate erosion processes within the Project area and increase the potential for sediment to enter into the North Fork American River. Operation of the completed Project would have no effects to erosion or siltation. In order to prevent substantial erosion or siltation during construction, the Project would implement measures **WQ-1** through **WQ-7** to ensure the Project will conform with current regulations.

The Project would result in a minor increase to impervious surface area, which could contribute to a minor increase of the volume of stormwater runoff from the roadway surface that drains into the North Fork American River. Roadways may contain oil, grease, petroleum products, zinc, copper, lead, cadmium, iron, and other trace metals, which could harm aquatic life. Concentrations of these pollutants in stormwater runoff would be greatest during the "first flush" storm event, generally the first major rains of the season.

The Project would add a net impervious surface area of approximately 0.18 acres but would include an approach drainage system to direct runoff appropriately. The impervious surface generated by the Project is the minimum area practicable to meet the Project objectives and minimum width roadway design standards. As outlined below measure **WQ-6**, pollution prevention BMPs will be designed and included in the Project.

Construction activities associated with the Project would include disturbances to the ground surface from earthwork, including, but not limited to excavation, grading, clearing and grubbing. Materials used during construction of the Project (e.g., concrete curing compounds) could have chemicals that are potentially harmful to water quality. Accidents or improper use of these materials could result in the release of contaminants into the environment, including the ground surface or receiving waterbodies. Additionally, oil and other petroleum products used to maintain and operate construction equipment could be accidentally released. However, with conformance to current NPDES regulations, implementation of the Project SWPPP, and incorporation of **WQ-1** through **WQ-7**, the risk of potential accidental spills that could impact water quality would be reduced. Construction areas would be protected to prevent deleterious substances and materials from entering receiving waterbodies. Potential hydrology and water quality impacts under the Build Alternative would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT HYD-4: Potential to risk release of pollutants due to Project inundation?

The FEMA FIRM indicates that the North Fork American River is designated as Zone A, which specifies a special flood hazard area subject to inundation by the 1% annual chance flood (see Appendix E). The actual bridge and surrounding area are at a higher elevation than the North Fork American River. The construction footprint is located in this upland area indicated as Zone X, which is an area of minimal flood hazard. Short-term construction activities would have the potential for the release of pollutants within the flood hazard area. However, no operational risks would occur once the bridge is completed and is in full operation for its intended purpose. During short-term construction activities the Project would require conformance to current NPDES regulations, implementation of the Project SWPPP and regulatory permits, as well as measures **WQ-1** through **WQ-7**, to reduce the potential for significant effects due to flooding

or accidental release of pollutants. Impacts related to the Build Alternative would be **Less than Significant with Mitigation.** The No Build Alternative would result in **No Impact**.

IMPACT HYD-5: Potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project must adhere to the MS4 and NPDES permit which includes water quality and watershed protection measures necessary for proper storm water management. The Project's construction activities or completed operation would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. During construction activities the Project would require conformance to current NPDES regulations, implementation of the Project's SWPPP and regulatory permits as well as measures **WQ-1** through **WQ-7** to reduce any potential effects to water quality. Impacts related to the Build Alterative would be **Less than Significant with Mitigation.** The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would result in an increase of impervious surface area, which in return could increase the amount of stormwater runoff entering receiving waterbodies. Additionally, construction activities would result in the loss of vegetation and general disturbance to the soil within the Project footprint, which can accelerate erosion processes and increase the potential for sediment to enter into receiving waterbodies. With implementation of the measures listed below, and with the incorporation of measures, terms and conditions that will result from the permitting process through the respective agencies (CDFW, RWQCB and USACE) impacts would be reduced to a level that is **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it may result in a **Potentially Significant Impact** to water quality given that debris from the existing structure would enter the North Fork American River and may pollute downstream areas.

The No Build Alternative would result in **No Impact** to hydrology and water quality.

3.10.5 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented to reduce potential water quality impacts to a level that is **Less Than Significant with Mitigation.**

WQ-1: BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.):

- The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.
- Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets,

silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.

- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities.
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.
- All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the river.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- All erosion control measures and stormwater control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.

WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from all required regulatory agencies.

WQ-3: The Project limits in proximity to the North Fork American River will be marked as an Environmental Sensitive Area (ESA) or either be staked or fenced with high visibility material to ensure construction activities will not encroach further beyond established limits.

WQ-4: The proposed Project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of stormwater associated with construction activities. A Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) would also be developed and implemented as part of the Construction General Permit.

WQ-5: The construction contractor will adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes stormwater and authorized non-stormwater discharges from construction activities. As part of this Permit requirement, a SWPPP or WPCP will be prepared prior to construction consistent with the requirements of the RWQCB.

The SWPPP or WPCP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-6: Design pollution prevention BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.

WQ-7: Stormwater systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.

3.11 LAND USE/PLANNING

3.11.1 Regulatory Setting

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan – Section 1: Land Use, contains goals, objectives, and policies to establish the desired land use pattern that balances growth between rural and urban areas. The following goal is applicable to Land Use and Planning:

- Goal 1.A, *To promote the wise, efficient, and environmentally-sensitive use of Placer County lands to meet the present and future needs of Placer County residents and businesses.*
- Goal 1.G, *To designate land for and promote the development and expansion of public and private recreational facilities to serve the needs of residents and visitors.*
- Goal 1.I, *To establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment.*

3.11.2 Environmental Setting and Existing Conditions

The land use within the Project area is Greenbelt/Open Space and Rural Residential as defined by Placer County's General Plan, however, there are no residential units in close proximity of the existing or proposed bridge.

3.11.3 Thresholds of Significance

Would the Project:

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

3.11.4 Environmental Impacts

IMPACT LU-1: Potential to physically divide an established community?

The Project is not in or near a residential area and would not divide an established community. Therefore, the Build Alternative and No Build Alternative would result in **No Impact.**

IMPACT LU-2: Potential to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project will require a temporary construction permit and a license for right of entry from BOR for access on federal lands. Encroachment permits will be obtained from agencies with jurisdiction in the Project area, prior to construction. The Project would not change the land use or zoning which is currently zoned as Open Space in the Placer County General Plan and on BOR recreational land. Additionally, the Project does not conflict with any applicable land use plan, policy, or regulatory agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. The Build Alternative would result in a **Less than Significant Impact**.

The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

Due to the location of the Project and distance from any current or planned land use development, the Build Alternative would not affect land use or planning in Placer County, and therefore the Project would have **No Impact**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. Under the No Build Alternative there would be **No Impact** to land use or planning.

3.11.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have **Less than Significant Impact** on land use and would continue to be designated as Open Space per the Placer County General Plan. Therefore, no measures are proposed.

3.12 NOISE

3.12.1 Regulatory Setting

In accordance with state and Placer County guidelines, noise is defined as unwanted sound with different thresholds depending on specific areas. Sound levels usually are measured and expressed in decibels (dB), with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140: 50 dB for light traffic is considered a low decibel level, whereas 120 dB for a jet takeoff at 200 ft. is considered a high decibel level.

Local Laws and Requirements

Placer County General Plan

Under Placer County's General Plan, Section 9 Noise, Goal 9.A is, "To protect County residents from the harmful and annoying effects of exposure to excessive noise." Placer County Code 9.36.030 Exemptions, exempts construction between the hours of 6:00 am and 8:00 pm Monday through Friday, and between the hours of 8:00 am and 8:00 pm Saturday and Sunday provided that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

3.12.2 Environmental Setting and Existing Conditions

A review of aerial photography and the County of Placer General Plan Land Use Map were studied to identify sensitive noise receptors that could be subject to traffic and construction noise impacts from the Project. Receptors were included in this assessment if they were located in sensitive land uses within 500 ft. of the proposed bridge and would benefit from a lowered noise level. The land use within the Project area is Greenbelt/Open Space and Rural Residential as defined by Placer County's General Plan, however, there are no residential units in close proximity of the existing or proposed bridge. There are no sensitive receptors withing 500 ft. of the proposed bridge replacement.

3.12.3 Thresholds of Significance

Would the Project result in:

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
b) *Generation of excessive groundborne vibration or groundborne noise levels?*
c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?*

3.12.4 Environmental Impacts

IMPACT NOI-1: Potential to result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Temporary Construction Noise

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 90 dBA when heavy equipment is used. During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise levels generated during construction shall comply with applicable local, state, and federal regulations, and all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.

Table 14 below summarizes noise levels produced by construction equipment that is commonly used on roadway and bridge construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 ft., and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 14: Construction Equipment Noise Levels

Equipment	Maximum Noise Level (dBA at 50 ft.)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82
Source: Federal Transit Administration 2006.	

No adverse noise impacts from construction are anticipated given construction would be conducted in accordance with local noise standards and construction noise would be short-term and intermittent. Measure **NOI-1** below would be implemented to minimize construction-generated noise. Therefore, impacts under the Build Alternative would be **Less than Significant with Mitigation.** The No Build Alternative would result in **No Impact**.

IMPACT NOI-2: Potential to result in generation of excessive groundborne vibration or groundborne noise levels?

Groundborne vibration would increase temporarily during construction activities but would not expose people to such vibration due to the location of the site. There are no residents that would be impacted by construction vibration within 500 ft. of the construction activity. The vibration would be temporary and intermittent; therefore, the Build Alternative would result in a **Less than Significant Impact**. The No Build Alternative would result in **No Impact.**

IMPACT NOI-3: Potential to be located within or adjacent to an airport land use plan, or where such a plan has not been adopted, or within two miles of a public airport or public use airport?

The Project is not located within or adjacent to an airport land use plan, or where such a plan has not been adopted, or within two miles of a public airport or public use airport. Therefore, the Build Alternative and No Build Alternative would result in **No Impact.**

Alternatives Summary

Build Alternative

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with local noise standards and construction noise would be short-term and intermittent. Additionally, the Project would not expose people to groundborne vibration. With implementation of **NOI-1**, the Build Alternative would not cause adverse noise and vibration impacts, thus resulting in an impact that is **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and therefore the No Build Alternative would have **No Impact** on noise.

3.12.5 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance measure will reduce temporary construction noise impacts to a level that is **Less than Significant with Mitigation.**

NOI-1: To minimize the construction-generated noise, the abatement measures below will be followed by the construction contractor:

- Construction will occur only between the hours of 6:00 a.m. to 8:00 p.m. Monday through Friday, or 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays. An exception to this requirement can be requested from the County Board of Supervisors to allow for construction to occur outside of these hours.
- Equip an internal combustion engine with the manufacturer recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

3.13 PUBLIC SERVICES

3.13.1 Regulatory Setting

State Laws and Requirements

California Fire Code

The 2010 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. Placer County has adopted the California Fire Code.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code. They include regulations for building standards as set forth in the California Building Code, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise buildings, childcare facility standards, and fire suppression training.

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan – Health and Safety Element contains goals, objectives, and policies related to Public Services. The following goals are applicable to Public Services:

- Goal 8.C.1, *To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires*.
- Goal 8.C.2, *To manage forests in a sustainable manner that will not endanger urban areas with wildfires*.
- Goal 8.E.1, *To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effect of natural, human-made, or technological disasters*.
- Goal 8.E.2, *To protect public health and safety through safe location of structure necessary for the protection of public safety and/or the provision of emergency services*.
- Goal 8.E.3, *To ensure that medical and public health systems proactively address human health hazards and inequities in the community. (Addresses California Government Code Section 65302 (g)(4)(B)).*

3.13.2 Environmental Setting and Existing Conditions

Fire, Police and School District

The Placer Hills Fire Protection District provides fire protection services to the Project area. The Project would be served by the fire station at 100 West Weimar Cross Road, Weimar CA. Fire stations are located so as to provide maximum effective service.

The Placer County Sheriff's Office provides police protection service for the Project area. It is located at 2929 Richardson Drive, Auburn, CA.

There are no schools near the Project area. The nearest school, Foresthill High School, is located in Foresthill, CA.

3.13.3 Thresholds of Significance

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 following public services:

a) Fire protection?
b) Police protection?
c) Schools?
d) Parks?
e) Other public facilities?

3.13.4 Environmental Impacts

IMPACT PS-1: Potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **Fire protection;**
- **Police protection;**
- **Schools;**
- **Parks; or**
- **Other public facilities**

The Project would not result in the need for new public services beyond what was anticipated in the County General Plan. The Project does not propose new housing or commercial development requiring additional school facilities, police, and/or fire services. The Project aims to improve driver safety and emergency service response times in the area by improving accessibility for emergency services.

The existing police and fire stations have a capacity to serve any Project-related needs that may arise. Short-term traffic operations in the Project area would be temporarily affected during construction of the proposed bridge. Short-term construction impacts to traffic operations are anticipated to be minimal. Emergency service vehicles would be allowed to use the roadway and the load limited bridge at all times.

Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan (see Section 3.16 for details). Impacts related to construction would be **Less than Significant with Mitigation.**

The current bridge is a significant hazard to emergency response time and access if the proposed bridge is not constructed. Therefore, the No Build Alternative would result in a **Potentially Significant Impact related to** fire protection.

Alternatives Summary

Build Alternative

Under the Build Alternative, emergency vehicle access would remain, and there would be no additional public services needed beyond what was previously anticipated in the County General Plan. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan. Additionally, access via Yankee Jims Road on the Foresthill side is expected to remain open during construction, with short-term intermittent closures. This would ensure impacts related to public services are minimized to a **Less than Significant Impact with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a **Potentially Significant Impact**.

3.13.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have a **Less than Significant with Mitigation** to public services due to the implementation of Transportation/Traffic measure **TRA-1.** See *Section 3.15 Transportation/Traffic* for a summary of the traffic analysis.

3.14 RECREATION

3.14.1 Regulatory Setting

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan – Section 5: Recreation and Cultural Resources, contains goals, objectives, and policies related to Recreation. The following goals are applicable to Recreation:

- Goal 5.A, *To develop and maintain a system of conveniently located, properly-designed parks and recreational facilities to serve the needs of present and future residents, employees, and visitors*.
- Goal 5.C, *To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation*.

3.14.2 Environmental Setting and Existing Conditions

The Project area is located within the ASRA and contains several recreational resources including, the existing Yankee Jims Bridge, North Fork American River/Shirttail Creek, and Indian Creek Trail. The number of recreational users visiting the area has increased over the last few years. Recreational users currently park near the existing bridge or along Yankee Jims Road, to access nearby recreational resources. The existing limited parking has led to access and safety issues within the Project vicinity.

Yankee Jims Bridge

Yankee Jims Bridge (#19C-0002), also referred to as the Colfax-Foresthill Bridge, is a one lane steel suspension bridge built in 1930 and may be admired by recreationalist given the historic elements and significance of the bridge. Recreational users park near the bridge to access nearby trails and water sources.

North Fork American River/Shirttail Creek

The North Fork American River is designated as a National Wild and Scenic River further upstream of Yankee Jims Bridge and north of the Iowa Hill Bridge. Downstream of Yankee Jims Bridge, the North Fork eventually meets with the Middle Fork at the confluence of the two rivers near Auburn. Shirttail Creek meets the North Fork American River just north of the Yankee Jims Bridge. The North Fork American River and Shirttail Creek are popular locations for recreation including fishing, swimming, kayaking, rafting, and general enjoyment of the outdoors.

Indian Creek Trail

Indian Creek Trail is described as an easy trail with steep drop-offs to the river. The trailhead is unmarked but is accessed by crossing Shirttail Creek just north of the existing Yankee Jims Bridge. The trail is approximately 2 miles one-way with very little change in elevation as it meanders north from Yankee Jims Bridge.

3.14.3 Thresholds of Significance

Would the Project:

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?*
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?*

3.14.4 Environmental Impacts

IMPACT REC-1: Potential to increase the use of existing parks or other recreational facilities?

The Project area, specifically at the existing Yankee Jims Bridge, is a popular spot for recreationalists, receiving more than 300 vehicles per day during the peak season in 2020 (KCRA 2020). In the past, State Parks has shut down access to Yankee Jims Bridge given the safety issues related to the number of visitors accessing the bridge site and surrounding ASRA. Given the existing amount of public use at the Project site, implementation of the Project is not anticipated to inherently increase the number of visitors to the area. However, the Project will implement features to help accommodate the current recreational use of the area.

Current parking at the existing Yankee Jims Bridge accommodates approximately 4-5 vehicles. Additionally, there are a few pull outs along the entire length of Yankee Jims Road that are currently used for parking, which may accommodate an additional 20-30 vehicles although these are not designated parking areas per State Parks. As part of the Project an unpaved parking lot will be created northeast of the existing Yankee Jims Bridge. The parking lot will be unpaved (dirt) and unstriped and will accommodate approximately 31 vehicles. Parking signs may be posted in the parking lot informing the public on the allowed parking methods (e.g., diagonal, parallel, etc.) to promote safe access in and out of the lot. Parking signage and/or striping along Yankee Jims Road is not anticipated to occur as part of this Project but may be necessary at a later date. Moreover, the Project will include a stairway, with a hand railing, to provide access from the unpaved parking lot down to the North Fork American River.

During construction, recreational access in the Project area (including at the existing Yankee Jims Bridge) will be limited. Public access along Yankee Jims Road from the Colfax side will be closed throughout construction. However, access will remain open on Yankee Jims Road on the Foresthill side with short-term intermittent closures for safety concerns during certain construction activities (e.g., blasting, moving large materials, etc.). Signage along Yankee Jims Road, regular construction updates, and proposed temporary closures on the Foresthill side will be provided to the general public and special interest groups (e.g., kayaking/rafting organizations, hiker groups, etc.).

It is understood that construction may result in temporary impacts, for approximately 2-3 years, to seasonal recreational activities, including rafting/kayaking. These types of recreational activities are most common when flows in the North Fork American River are between 600-3,000 cubic ft. per second, this flow is typical between the months of March through June but varies yearly.

The construction schedule will be designed to allow maximum access for recreationalist as feasible Construction is anticipated to occur primarily during the weekdays Monday-Friday, which may allow access for recreationalist on the weekend from the Foresthill side. In accordance with measure **REC-1**, prior to and during construction the County will coordinate with interested recreationalists groups and

organizations to provide additional access details during construction (e.g., safe access routes, point of contact, parking areas, etc.).

By creating a designated parking area and path down to the river, the Project would improve access and safety for recreationalist visiting the Yankee Jims Bridge and ASRA. The Project's potential to increase the use of recreational facilities would be **Less than Significant with Mitigation**. The No Build Alternative would result in **No Impact**.

IMPACT REC-2: Potential to require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The existing Yankee Jims Bridge and surrounding ASRA is a popular spot for recreationalists. However, construction of the new bridge is not anticipated to require the construction or expansion of recreational facilities that would have a potential adverse physical effect on the environment, given the Project would not increase recreational use, as described above. The proposed unpaved parking lot will be created as a result of excess fill from the adjacent hillside removal to accommodate the new roadway approaches. Additional recreational facilities, such as picnic tables and/or vault toilets may be constructed in the future by State Parks but are anticipated to be located within the unpaved parking lot or a flat area devoid of vegetation, that would not result in additional environmental impacts. The purpose of the Project is to provide safe access over the North Fork American River and accommodate larger/heavier emergency vehicles. Therefore, the Build Alternative and No Build Alternative would result in **No Impact.**

Alternatives Summary

Build Alternative

The Build Alternative would replace the existing Yankee Jims Bridge and not inherently increase the use of existing parks or recreational facilities. However, given the high number of recreationalists currently accessing recreational facilities within the Project area, an unpaved dirt parking lot and stairway path will be constructed to enhance safety and access for recreationalists. In order to reduce potential impacts to recreationalists during construction of the Project, measure **REC-1** will be implemented to ensure the public and interested recreationalists groups are informed about access, construction schedules, etc. The Build Alternative would help alleviate existing issues related to the high volume of recreationalist utilizing the area and would have a **Less than Significant with Mitigation.**

No Build Alternative

This alternative would not construct an unpaved parking lot, stairway access, or build a replacement bridge adjacent to the existing, structurally deficient bridge. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If this occurs, recreational access at the bridge would be limited resulting in a **Potentially Significant Impact**.

3.14.5 Avoidance, Minimization, and/or Mitigation Measures

The Project would have a **Less than Significant with Mitigation** on recreational resources with the implementation of measure **REC-1** below.

REC-1: Signage will be posted along Yankee Jims Road to inform the public of permanent and/or temporary road closures and potential detour routes. The County will ensure the public has access to regular updates regarding progress of construction. Prior to and during construction

the County will coordinate with State Parks and interested recreationalists groups and organizations (e.g., American Whitewater) to provide additional details and/or a plan for access to recreational resources throughout construction.

3.15 TRANSPORTATION/TRAFFIC

3.15.1 Regulatory Setting

Placer County General Plan

The Placer County General Plan – Section 3: Transportation and Circulation, contains goals, objectives, and policies related to Transportation and Circulation. The following goals are applicable to Transportation and Circulation.

- Goal 3.A, *To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods*.
- Goal 3.C, *To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.*

3.15.2 Environmental Setting and Existing Conditions

Located in a rural part of Placer County, the existing bridge provides a connection between the local communities of Colfax and Foresthill. As one of only a few roads in and out of Foresthill, Yankee Jims Road provides a vital fire, life, and safety evacuation route for the local community. The road is unpaved for the majority of it, but is used by local residents from Foresthill, as well as recreational users who typically access the Yankee Jims Bridge from the Colfax side. The main road from Foresthill that connects to Auburn is Foresthill Road, a two-lane road that provides the primary connection between Foresthill and I-80.

3.15.3 Thresholds of Significance

Would the Project:

a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
b) *Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
d) Result in inadequate emergency access?

3.15.4 Environmental Impacts

IMPACT TRA-1: Potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The existing Yankee Jims Bridge is structurally deficient and has a carrying capacity of 3 tons, which does not accommodate large trucks and emergency vehicles. The proposed replacement bridge would enhance safety for motorists and allow access for emergency vehicles. The Project is consistent with the goals, policies, and performance standards of the Placer County General Plan – Section 3: Transportation and Circulation. The Build Alternative would result in **No Impact** regarding potential conflicts with local plan, ordinances and policies.

However, the No Build Alternative would not result in a replacement bridge adjacent to the existing, and therefore this alternative would conflict with the County's General Plan by not ensuring "the safe and efficient movement of people and goods". Under the No Build Alternative there are no reasonably implementable measures and therefore would result in a **Potentially Significant Impact** related to transportation policies outlined in the County's General Plan.

IMPACT TRA-2: Potential to have a Less than Significant Impact as recommended under section 15064.3(b) guidelines?

The existing Yankee Jims Bridge is a two-way, one lane bridge. The replacement bridge would provide sufficient width for two-way traffic. This widening would not be considered capacity-increasing, and thus the Project is presumed to have a **Less than Significant Impact** as recommended under Section 15064.3(b) of the CEQA guidelines.

The No Build Alternative would result in **No Impact**.

IMPACT TRA-3: Potential to create hazards due to a geometric design feature?

The Project would reduce hazards by improving safety for the public with a bridge suitable for emergency access that is consistent with the goals, policies, and performance standards of the Placer County General Plan – Section 3: Transportation and Circulation. The Project would improve the approach roadways of the new bridge to meet current design standards, therefore, the Build Alternative would result in **No Impact**.

The current structurally deficient bridge is a significant hazard to emergency response time and access if the proposed bridge is not constructed. Therefore, the No Build Alternative would result in a **Potentially Significant Impact**.

IMPACT TRA-4: Potential to impact emergency access?

Ultimately the Build Alternative will improve emergency access by creating a structure that accommodates safe passage for emergency vehicles and two-way traffic during an emergency or evacuation situation. During construction of the Project, emergency access will be available along Yankee Jims Road on the Foresthill side. Coordination with emergency services will occur prior to and throughout construction. Measure **TRA-1** would be implemented to reduce temporary impacts related to emergency access during construction of the Project to a level that is **Less than Significant with Mitigation**.

Under the No Build Alternative, the existing structurally deficient bridge would remain a significant hazard to emergency response time and access. No feasibly implementable measures would reduce this significant impact; therefore, the No Build Alternative would result in a **Potentially Significant Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would improve safety for motorist and provide access for emergency response vehicles. The bridge would also provide a viable evacuation route for residents during an emergency. During construction coordination with emergency services will be required given that access will be closed to the public along Yankee Jims Road on the Colfax side. Preparation of a Traffic Management Plan, per

measure **TRA-1** will reduce potential impacts during construction to a level that is **Less than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a **Potentially Significant Impact**.

3.15.5 Avoidance, Minimization, and/or Mitigation Measures

The avoidance measure listed below would be implemented to reduce impacts to a **Less than Significant Impact** under the Build Alternative.

TRA-1: The contractor will prepare a Traffic Management Plan that includes a Project schedule with specific information on when vehicle restrictions during construction including if/when limitation to fire equipment access would occur.

3.16 TRIBAL CULTURAL RESOURCES

3.16.1 Regulatory Setting

Federal Laws and Requirements

Federal Laws and Requirements

National Historic Preservation Act Section 106

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation with a reasonable opportunity to comment. In addition, federal agencies are required to consult on the Section 106 process with SHPO, Tribal Historic Preservation Offices, Indian Tribes (to include Alaska Natives) [Tribes], and Native Hawaiian Organizations.

Section 106 Programmatic Agreement

Pursuant to the X.B.1 of the January 2014 First Amended Programmatic Agreement among the FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA), as well as under PRC 5024 and pursuant to the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with PRC Section 5024 and Governor's Executive Order W-26-92, the Caltrans District may make a finding of "No Adverse Effect with Standard Conditions" when standard conditions that will avoid adverse effects to historic properties are imposed in accordance with Attachment 5 of the Section 106 PA. The Caltrans District shall submit its finding and supporting documentation to the CSO for review. Should CSO approve the finding, the undertaking shall not be subject to further review under the Section 106 PA.

National Register Criteria for Evaluation of Historic Resources

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of significant persons in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded or may be likely to yield, information important in history or prehistory.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have

achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

E. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

F. A building or structure removed from its original location, but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

G. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or

H. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

I. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

J. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

K. A property achieving significance within the past 50 years if it is of exceptional importance.

State Laws and Requirements

CEQA

CEQA consists of statutory provisions in the PRC and Guidelines promulgated by the Office of Planning and Research. The CEQA requires public agencies to evaluate the implications of their project(s) on the environment and includes significant historical resources as part of the environment. A project that causes a substantial adverse change in the significance of an historical resource has a significant effect on the environment CCR 14 Section 15064.5; California PRC Section 21098.1). CEQA defines a substantial adverse change as follows.

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CCR 14 Section 15064.5[b][1]).

The CEQA Guidelines provide that the significance of an historical resource is materially impaired when a project results in the following:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a Lead Agency for purposes of CEQA (CCR 14 Section 15064.5[b][2]).

California Register of Historical Resources: PRC Section 5024

The term historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of PRC (PRC Section 5020.1[j]).

Historical resources may be designated as such through three different processes:

1. Official designation or recognition by a local government pursuant to local ordinance or resolution (PRC Section 5020.1[k]);
2. A local survey conducted pursuant to PRC Section 5024.1(g); or
3. The property is listed in or eligible for listing in the NRHP (PRC Section 5024.1[d][1]).

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the CRHR, which states that a historical resource must be significant at the local, state, or national level under one or more of the following four criteria.

It is associated with events that have made a significant contribution to the broad patterns of:

4. California's history and cultural heritage;
5. It is associated with the lives of persons important in our past;
6. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
7. It has yielded, or may be likely to yield, information important in prehistory or history. (CCR 14 Section 4852).

To be considered a historical resource under the CEQA, the resource must also have integrity, which is the authenticity of a resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the criteria under which a resource is eligible for listing in the CRHR (CCR 14 Section 4852[c]).

Assembly Bill 52 (PRC Section 21084.2)

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

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and

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

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

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

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

Discovery of Human Remains

Section 7050.5 of the CHSC states the following regarding the discovery of human remains:

A. Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the [PRC]. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the [PRC] or to any person authorized to implement Section 5097.98 of the [PRC].

B. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the California Government Code, that the remains are not subject to the provisions of Section 27491 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her

authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

C. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC (CHSC Section 7050.5).

D. Of particular note to cultural resources is subsection (c), which requires the coroner to contact the NAHC within 24 hours if discovered human remains are determined to be Native American in origin. After notification, NAHC will follow the procedures outlined in PRC Section 5097.98, which include notification of MLDs, if possible, and recommendations for treatment of the remains. The MLD will have 24 hours after notification by the NAHC to make their recommendation (PRC Section 5097.98). In addition, knowing or willful possession of Native American human remains or artifacts taken from a grave or cairn is a felony under State law (PRC Section 5097.99).

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan Section 5 – Recreation and Cultural Resources, contains goals, objectives, and policies related to Cultural Resources.

- *Goal 5.D*, To identify, protect, and enhance Placer County's important historical, archaeological, paleontological, and cultural sites and their contributing environment.

3.16.2 Environmental Setting and Existing Conditions

The Project is located in a rural area of Placer County within private and BOR forested lands in the Sierra Nevada foothills. The horizontal APE was established as the area of direct and indirect effects and consists of a 130-acre area. The APE includes proposed staging areas, street closures, vegetation/tree removal, road modifications, the new bridge, the existing bridge, all areas of ground disturbance, and temporary construction easements. The APE includes Yankee Jims Road from 2.7 miles east of Yankee Jims Road Bridge to where Yankee Jims Road meets Canyon Way, approximately 4.7 miles northwest of Yankee Jims Road Bridge, the area surrounding the existing and proposed Yankee Jims Road Bridge, Canyon Way from Yankee Jims Road to Hannah Lane, and a staging area off of Placer Hills Road, west of I-80.

The majority of the APE consists of dirt roads to accommodate travel of heavy equipment, which would have a limited vertical impact of less than six inches. Areas of road modification will have ground disturbance as deep as 5 ft. Bridge construction will have a vertical APE of 30 ft. to prepare footings for the bridge abutments.

Records Search

A record search for the Project area and a one-mile radius surrounding the Project area was obtained from the NCIC, California State University, Sacramento on March 20, 2018. The record search was conducted by Dr. Nathan Hallam, Coordinator from the Information Center. The search examined the OHP Historic Properties Directory, OHP Determinations of Eligibility, *California Inventory of Historical Resources*,

Historical Literature and Maps, Caltrans Bridge Inventory, GLO and/or Plat Maps, Local Inventories, and Soil Survey Maps.

The record search disclosed 31 cultural resources within the one-mile record search boundary, including seven resources within the APE. The resources within the APE include Yankee Jims Road (P-31-4777) and Yankee Jims Road Bridge (P-31-3744), four mining sites of adits and prospect pits (P-31-0632/CA-PLA-506H; P-31-5987; P-31-5988; and P-31-5989) along Yankee Jims Road, and one indigenous site (P-31-631/CA-PLA-505) by the bridge.

Native American Outreach (AB52)

On December 18, 2019, NAHC was requested to conduct a review of the SLF to determine if there are any Native American cultural resources present that might be affected by the Project. A list of Native American individuals who might have information or concerns about the Project was also requested. On December 18, 2019, Nancy Gonzalez-Lopez, Staff Services Analyst, replied via fax that a review of the SLF failed to indicate the presence of Native American cultural resources in the "immediate Project area."

On March 26, 2020, initial consultation letters were mailed to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the Project. For those individuals that did not reply to the letter, a follow-up email was sent on February 21, 2021. The following discussion presents a summary of consultation efforts for each individual on the list provided by the NAHC.

Pamela Cubbler, Treasurer, Colfax-Todds Valley Consolidated Tribe. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021.

Clyde Prout, Chairman, Colfax-Todds Valley Consolidated Tribe. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021. No response has been received to date.

Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A letter dated April 8, 2020, was received from Cultural Resource Director Daniel Fonseca stating the Shingle Springs Band of Miwok Indians were not aware of any known cultural resources in the area. They requested continued consultation as well as all completed record searches and/or surveys completed around the project area up to and including environmental, archaeological, and cultural reports. Mr. Fonseca requested that Site Project Manager Kara Perry be contacted if new information or human remains were discovered. The draft cultural reports will be provided to the Shingle Springs Band of Miwok Indians upon initial draft approval by Caltrans.

Grayson Coney, Cultural Director, T'si Akim Maidu. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. It should be noted that Mr. Coney and Chairperson Ryberg provided the NAHC the same email address. A follow-up email was sent on February 21, 2021. No response has been received to date.

Don Ryberg, Chairperson, T'si Akim Maidu. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. It should be noted that Mr. Coney and Chairperson

Ryberg provided the NAHC the same email address. A follow-up email was sent on February 21, 2021. No response has been received to date.

Gene Whitehouse, Chairperson, UAIC. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. A follow-up email was sent on February 21, 2021.

Steve Hutchason, Tribal Heritage Specialist, UAIC. The initial letter was sent on March 26, 2020, and an email with a digital copy of the letter was sent the same day. No response has been received. As Mr. Young and Ms. Starkey have been identified as the current UAIC contacts, no further outreach to Mr. Hutchason will occur.

Field Methods

Several surveys of the APE were conducted for the Project: November 5, 2020 conducted by Amy Dunay and John Fogerty (consultant archaeologists); March 25, 2021 by Namat Hosseinion (consultant archaeologist); April 7, 2021 by Namat Hosseinion and members of the UAIC; May 26, 2021 by Namat Hosseinion, Robin Roberts (consultant archaeologist), members of the UAIC, and members of the Colfax Todds Valley Consolidated Tribe; and June 3, 2021 by Michelle Campbell (consultant archaeologist) and Namat Hosseinion. Exposed subsurface cuts, such as the roadway cuts, were observed for the presence of archaeological resources, soil color change, and/or staining that could indicate past human activity or buried deposits. All APE conditions were fully recorded in the field notes. Survey spacing varied in areas with vegetation coverage.

Results

The average surface visibility of the study area was over 75 percent, except for segments of paved and/or graveled road surfaces, as well as vegetated shoulders. Inspection of open surfaces (animal burrows) and cut slopes during the surveys did not identify any evidence of subsurface artifacts, features, or other indicators of past human use (such as soil change).

These surveys identified an additional sixteen features (fifteen historic features and one defined indigenous feature, as well as several potentially modified surfaces) to the previously recorded site P-31-631/CA-PLA-505, resulting in an expanded site boundary.

3.16.3 Thresholds of Significance

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
c) Disturb any human remains, including those interred outside of dedicated cemeteries?

3.16.4 Environmental Impacts

IMPACT TCR-1: Potential to be Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k)?

The Project is not anticipated to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR, or in a local register of historic resources as defined by the PRC section 21074. There is no TCR listed in the CRHR located either in the APE or the ADI for the Project, and there are no known TCRs in either the APE or the ADI for the Project. During the course of consultation, no TCRs were identified within the Project area, nor was any substantial evidence of TCRs within the Project area, either listed or eligible for listing, was presented. Therefore, **No Impact** is anticipated under the Build Alternative. The No Build Alternative would result in **No Impact**.

IMPACT TCR-2: Potential to affect a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The Project is not anticipated to cause adverse impact to any resources considered significant to a California Native American tribe or other resources in the California Register that meet the PRC Section 5024.1©bdivision (c) criteria. One prehistoric cultural resource was identified during the investigation.

With any Project involving ground disturbance, there is a possibility that a previously unknown TCR may be unearthed during construction. This impact would be considered potentially significant and implementation of measures **CR-1** through **CR-2**, which address such unexpected discoveries and provide for proper efforts to identify the discovery and avoid or mitigate for impacts, would reduce this impact to a **Less than Significant** level under the Build Alternative. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

With any Project involving ground disturbance, there is a possibility that a previously unknown TCR may be unearthed during construction. Avoidance and minimization measures **CR-1** and **CR-2** would be implemented to address unexpected discoveries during construction. Potential impacts to TCR under the Build Alternative would be **Less Than Significant with Mitigation**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, resulting in **No Impact**.

3.16.5 Avoidance, Minimization, and/or Mitigation Measures

Avoidance and minimization measures **CR-1** and **CR-2**, in Section 3.5, would be implemented to reduce impacts to a level that is less than significant for the Build Alternative.

3.17 UTILITIES AND SERVICE SYSTEMS

3.17.1 Environmental Setting and Existing Conditions

Yankee Jims Road is a rural local road that is located in an unincorporated area of Placer County. The only existing utility is an above-ground communications line at the beginning of the proposed roadway improvements near Yankee Jims Road and Gillis Hill Road. No utilities will be impacted or need to be relocated for construction of the Build Alterative.

3.17.2 Thresholds of Significance

Would the Project:

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
c) *Result in a determination by the waste water 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?*
d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

3.17.3 Environmental Impacts

IMPACT UTL-1: Potential to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The Project would not require relocation of utility or service facilities. There would be no need for new or expanded water supplies, and construction would not include any wastewater generating uses. Therefore, the Build Alternative would result in **No Impact.**

The No Build alternative would not replace the existing structurally deficient bridge and would result in **No Impact** to utilities.

IMPACT UTL-2: Potential to have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

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

The No Build Alternative would not replace the existing structurally deficient bridge but would have **No Impact** related to water supply.

IMPACT UTL-3: Potential to 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?

The Project would not include the construction of any wastewater-generating uses; therefore, would result in **No Impact**.

The No Build Alternative would also result in **No Impact** related to wastewater-generating uses.

IMPACT UTL-4: Potential to generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Completion of the Build Alternative would not generate solid waste in excess of state or local standards. Management of solid waste during construction of the Project would be properly contained and disposed of and would not exceed state or local standards. The Build Alternative would result in a **Less than Significant Impact.** The No Build Alternative would result in **No Impact** related to solid waste.

IMPACT UTL-5: Potential to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, the Build Alternative would result in **No Impact.** The No Build Alternative would also result in **No Impact** relating to solid waste.

Alternatives Summary

Build Alternative

Solid waste temporarily produced during construction of the Build Alternative would be contained, disposed of or recycled at an approved facility resulting in a **Less than Significant Impact**.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge, and there would be **No Impact** relating to solid waste.

3.17.4 Avoidance, Minimization, and/or Mitigation Measures

The Project would have **Less than Significant Impact** on utilities and service systems, therefore no measures are proposed.

3.18 WILDFIRE

3.18.1 Regulatory Setting

State Laws and Requirements

California Fire Code

The 2010 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California (CBSC 2011). The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. Placer County has adopted the California Fire Code.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code. They include regulations for building standards as set forth in the California Building Code, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise buildings, childcare facility standards, and fire suppression training.

Local Laws and Requirements

Placer County General Plan

The Placer County General Plan – Health and Safety Element contains goals, objectives, and policies related to Public Services. The following goals are applicable to Public Services:

- Goal 8.C.1, *To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires*.
- Goal 8.C.2, *To manage forests in a sustainable manner that will not endanger urban areas with wildfires*.
- Goal 8.E.1, *To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effect of natural, human-made, or technological disasters*.
- Goal 8.E.2, *To protect public health and safety through safe location of structure necessary for the protection of public safety and/or the provision of emergency services*.
- Goal 8.E.3, *To ensure that medical and public health systems proactively address human health hazards and inequities in the community. (Addresses California Government Code Section 65302 (g)(4)(B)).*

3.18.2 Environmental Setting and Existing Conditions

The Yankee Jims Bridge is located in a Federal Responsibility Area with Yankee Jims Road within a SRA to the west and east of the bridge. The surrounding area is dominated by vegetative cover and in the summer months, the low amount of precipitation and the increased heat exacerbates fire risk. Topography in the area also adds to the risk of wildfire.

In 2012, the Robbers Fire broke out near Yankee Jims Road, northwest of Foresthill. The fire burned around 2,650 acres and was active for 9 days. The existing bridge has been used as an evacuation route during fire emergencies, but capacity limits prohibited emergency vehicles from accessing the active burn area, ultimately delaying response times for the Robbers Fire.

3.18.3 Thresholds of Significance

Would the Project:

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

3.18.4 Environmental Impacts

IMPACT WF-1: Potential to impair an adopted emergency response plan or emergency evacuation plan?

Ultimately the Build Alternative will improve emergency access by creating a structure that accommodates safe passage for emergency vehicles and two-way traffic during an emergency or evacuation situation. During construction of the Project, emergency access will be available along Yankee Jims Road on the Foresthill side. The Colfax side will be closed to the public throughout the duration of construction. The delivery of material and equipment on Yankee Jims Road could inhibit evacuation routes in the event of an emergency. Coordination with emergency services will occur prior to and throughout construction in accordance with measure **TRA-1** in Section 3.15. Additionally, implementation of measures **WF-1** through **WF-3** would avoid or minimize impacts to emergency response and evacuation during construction of the Project. Impacts relating to emergency response plans under the Build Alternative would be **Less than Significant with Mitigation.**

The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a **Potentially Significant Impact.**

IMPACT WF-2: Potential to exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project would build a new bridge capable of accommodating larger emergency vehicles and two-way traffic. However, during construction wildfire risk could increase due to the use of equipment or activities (e.g., welding). Measure **WF-3** would minimize that potential risk for wildfire during construction. Impacts related to the Build Alternative would be **Less than Significant with Mitigation.** The No Build Alternative would result in **No Impact**.

IMPACT WF-3: Potential to require the installation or maintenance of infrastructure that may exacerbate fire risk?

Project activities would not require the installation or maintenance of infrastructure that may exacerbate fire risk; therefore, the Build Alternative would result in **No Impact.** The No Build Alternative would also result in **No Impact**.

IMPACT WF-4: Potential to expose people or structures to downslope or downstream flooding or landslides?

The Project would not expose people or structures to downslope or downstream flooding or landslides due to the implementation of mitigation measures and BMPs outlined in Section 3.4 and 3.10. Impacts under the Build Alternative would be **Less than Significant with Mitigation** relating to downslope/downstream flooding or landslides. The No Build Alternative would result in **No Impact**.

Alternatives Summary

Build Alternative

The Build Alternative would not exacerbate wildfire risks or impair an emergency response or evacuation plan since the new bridge would accommodate emergency vehicles and two-way traffic as opposed to the existing one-lane and capacity limiting bridge. The new bridge would also provide a viable evacuation route for residents during an emergency. Therefore, impacts related to wildlife risk would be **Less than Significant with Mitigation** under the Build Alternative.

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a **Potentially Significant Impact**.

3.18.5 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented to reduce wildfire impacts to a level that is **Less than Significant with Mitigation.**

WF-1: The contractor will prepare a Construction Fire Protection Plan approved by the Unit and Fire Chief of CAL FIRE and the Placer County Fire Department. The Construction Fire Plan will implement fire safety measures during construction activities in compliance with the National Fire Protection Association Standard 15B and California PRC Section 4442.

WF-2: Hot work (welding, cutting, or any activity that involves open flames or produces sparks) will cease during Red Flag Warning periods declared by the National Weather Service.

WF-3: The contractor will prepare an Emergency Plan that includes emergency operational procedures for wildland fires, Emergency Medical Services emergencies, and flood emergencies.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

3.19.1 Thresholds of Significance

Would the project:

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*
c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

3.19.2 Environmental Impacts

Impact MAN-1: The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Build Alternative

Operation of the completed Project would not degrade the quality of the environment or threaten wildlife or plant populations that would result in a substantial reduction in the number of individuals, nor would the Project result in restricting on the range of a rare or endangered plant or animal species. The Build Alternative would result in temporary, short-term construction impacts that may have potential to degrade the quality of the existing environment. Additionally, one state listed species, FYLF, is present within the Project area and incidental take coverage will be obtained in accordance with Section 2081 of the CFG code. However, mitigation measures **BIO-1** through **BIO-22** and **FYLF-1** and **FYLF-2** would reduce the level of Project-related impacts to the environment and to FYLF to a level that is **Less than Significant with Mitigation**.

The Project would not eliminate important examples of the major periods of California history and prehistory. The existing bridge is to remain in place as a historic structure and appropriate mitigation will occur in compliance with mitigation measures **CR-3** and **CR-4**. Additionally, the potential for discovery or disturbance of historical, archaeological, human remains, TCRs, or paleontological resources is not anticipated; however, implementation of measures **CR-1** and **CR-2** would reduce impacts to a less than significant level by ensuring that appropriate protocol is followed. Implementation of mitigation measures would reduce the level of all Project-related impacts to less than significant levels. Impacts related to the Build Alternative would be **Less than Significant with Mitigation.**

No Build Alternative

This alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it may result in a **Potentially Significant Impact** to water quality and wildlife species given that debris from the existing structure would enter the North Fork American River and may pollute downstream areas, ultimately degrading the existing environment.

IMPACT MAN-2: The Project does not have impacts that are individually limited, but cumulatively considerable.

Build Alternative

The Project consists of replacing the existing bridge to increase safety of the facility and allow access for emergency vehicles. There are no other known or planned projects in the vicinity that would contribute to cumulative impacts to environmental resources. There is no significant connection between the Project, and any past, current, or future projects. All potentially significant impacts related to the Project would be addressed with avoidance, minimization, and mitigation measures outlined or referenced in this EIR and would not result in cumulatively considerable impacts. Cumulatively considerable impacts under the Build Alternative would be **Less than Significant with Mitigation.**

No Build Alternative

Cumulative impacts related to the No Build Alternative would be **No Impact.**

IMPACT MAN-3: The Project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

Build Alternative

The Build Alternative would not cause significant adverse effects to human beings, either directly or indirectly with mitigation incorporated. The scope of the Project is to provide a safe bridge crossing for residents, visitors, recreationalists, and emergency services. Human related impacts have been disclosed and avoidance, minimization, and mitigation measures have been identified to avoid direct and indirect substantial adverse effects; these are present in the following sections Aesthetics (3.1), Air Quality (3.3), Biological Resources (3.4), Cultural Resources (Section 3.5), Hazards and Hazardous Materials (3.9), Hydrology/Water Quality (3.10), Noise (3.12), Recreation (3.14), Transportation/Traffic (3.15), Tribal Cultural Resources (Section 3.16), and Wildfire (3.18). Impacts related to the Build Alternative would be **Less than Significant with Mitigation.**

No Build Alternative

The current bridge is a hazard to emergency response time and resident evacuations. Additionally, if the current bridge continues to deteriorate and fails, especially during fire season, this could result in a substantial adverse effect of human beings due to elimination of an evacuation route. Additionally, if the current bridge fails it may result in impacts to aesthetics, biological resources, cultural resources, hazards/hazardous materials, hydrology/water quality, public services, recreation, transportation/traffic and wildfire. Under the No Build Alternative there are no feasible mitigation measures that would reduce or avoid these potential impacts since the existing bridge would remain in place and not be strengthened. Therefore, the No Build Alternative could have environmental effects which may cause substantial

adverse effects on human beings, either directly or indirectly, and is considered a **Potentially Significant Impact.**

3.19.3 Avoidance, Minimization, and/or Mitigation Measures

Measures under analysis of the following environmental resource within this EIR would reduce impacts for the Build Alternative to **Less than Significant with Mitigation**:

- Measures VIS-1 through VIS-3 (Aesthetics)
- Measure AQ-1 (Air Quality)
- Measures BIO-1 through BIO-22 and FYLF-1 and FYLF-2 (Biological Resources)
- Measures CR-1 and CR-5 (Cultural Resources and Tribal Cultural Resources)
- Measure HAZ-1 through HAZ-4 (Hazards and Hazardous Materials)
- Measures WQ-1 through WQ-7 (Hydrology and Water Quality, and Geology and Soils)
- Measure NOI-1 (Noise)
- Measure REC-1 (Recreation)
- Measure TRA-1 (Transportation/Traffic)
- Measure WF-1 through WF-3 (Wildfire)

A list of all avoidance, minimization and mitigation measures is listed in Table 16 in Section 5.

4 PROJECT ALTERNATIVES

4.1 OVERVIEW

This section discusses the process to identify viable alternatives for bridge types and roadway alignments. Several alternatives were evaluated and discussed including rehabilitation of the existing bridge, upstream alignments, on-alignment replacement and bridge structure alternatives. A Feasibility Study Report was prepared for the Project in 2015, which initiated the early stages of design for two alternatives that would replace the bridge on the downstream alignment, including the arch suspension bridge (Build Alternative) and a steel plate girder bridge (referenced as Alternative 1). The Feasibility Study Report presented findings of the structural evaluation of the bridge, bridge rehabilitation concerns, bridge replacement options, and environmental constraints. The purpose of the report was to evaluate feasible alternatives in order for the County and Caltrans Local Assistance to have sufficient information to select the appropriate solution for replacing the bridge based on initial cost, public sentiment, aesthetics, environmental impacts, and constructability.

Below is a summary of the analysis of all alternatives considered including a comparison of potential environmental impacts.

4.2 FEASIBILITY STUDY

The County, in coordination with Caltrans, evaluated several options to determine the most cost-effective and context-sensitive alternative.

Bridge Rehabilitation Alternative

An evaluation of the existing bridge determined that rehabilitation would not meet the Project objectives due to geometric and structural constraints. Rehabilitation would also not increase load capacity or improve the evacuation route or access for emergency vehicles. In evaluating the bridge for capacity loads, efforts would likely require the removal of the existing corrugated deck, installation of a steel plank deck, treated lumber and timber, and ground anchors along with repairs to the stiffening trusses. In addition to consideration for bridge rehabilitation, several new road/bridge alignments were assessed.

Upstream Replacement Alternative

The upstream alignment was considered but eliminated during the feasibility assessment given the need for extensive earthwork with large retaining walls, a larger bridge structure, and large construction footprint, leading to more environmental impacts and higher costs.

Ultimately, the downstream alignment was chosen as it provides the most feasible route for the new roadway approaches and bridge structure since it allows the existing bridge to remain in place while minimizing the overall Project footprint and bridge span. Despite requiring large earthwork cuts and retaining walls, as well as potential impacts to archaeological sites, the downstream (south) alignment met Project goals and accommodated many of the stakeholder concerns.

Replace on Alignment Alternative

Utilizing the existing roadway alignment would result in the least expensive construction costs given removal of the existing bridge. However, the existing bridge is designated as a Class II Historical Structure and members of the Foresthill Community and other stakeholders strongly encourage preservation of the

historical landmark by protecting the bridge in place and avoiding demolition of the structure. Therefore, using the existing alignment was eliminated as a possible alternative.

Bridge Structure Alternatives

Ten (10) bridge type concept-level alternatives and configurations were identified and developed for the preferred downstream roadway alignment. The bridge type alternatives included unique cable stayed bridges to modern concrete box girder bridges. Each concept-level alternative was evaluated on cost, span length, constructability, environmental impact, community input, visual impact, impacts to the ASRA, and other categories. These evaluations were presented to a Technical Advisory Committee, and ultimately resulted in the top three bridge structure alternatives, ranked in order of preference:

- RANK #1: Build Alternative (Previously Alternative 2) – Arch Suspension Bridge
- RANK #2: Alternative 3 – Steel Deck Truss Bridge
- RANK #3: Alternative 1 – Steel Girder Bridge

Alternative 3 (Steel Deck Truss Bridge) was eliminated early on during this process due to its large structure depth and the need to provide an acceptable hydraulic freeboard which would require raising the road and bridge profile. Raising the bridge and road profile would result in an increase cost due to the amount of imported fill required.

The remaining two alternatives were then developed in greater detail, to 30% design, to provide an estimate of probable construction cost. This study determined that the Build Alternative (previously Alternative 2) was the recommended alternative given the lighter steel elements (improving access and transportation of materials), shorter construction duration, overall lower cost and preferred aesthetic (arch).

Under the No Build Alternative, no new bridge would be constructed to replace the existing Yankee Jims Bridge. This alternative would not meet the purpose and need for the Project. The existing bridge would continue to remain structurally deficient and insufficient for emergency vehicle use.

4.3 Alternative Analysis

This section compares basic features of the arch suspension bridge and steel girder bridge. Both alternatives provide a structurally adequate bridge, on the same downstream alignment, over the North Fork American River and improve the roadway approach geometry at each end of the bridge. The specific environmental impacts, constructability and schedule of each alternative are what differ and are described below.

Based on these factors developed during the preliminary stage of design, Alternative 1 was removed from further consideration due to constructability concerns, aesthetics, and its larger environmental footprint.

Alternative Descriptions

Alternative 1- Steel Girdge Bridge

Alternative 1 would consists of four composite I-beam girders spanning approximately 261 ft. between abutments with a structure depth of approximately 12.8 ft. The girders were proposed to be erected by launching segments from the Colfax side. The launching would require a temporary shored pit approximately 35 ft. wide, 55 ft. long, and up to 15 ft. deep behind the abutment, which would partially block the existing roadway.

Construction is expected to proceed slowly under Alternative 1 given all of the field splices in the girders and the time needed to slowly jack the bridge into place. The temporary supports would require work within the ordinary high-water mark of the North Fork American River but may be removed during winter high flows to reduce the risk of compromising the supports. Restriction work to the summer and falls months, when flows are low, would result in an increased costs and longer construction schedule. The temporary shoring towers would likely consist of steel elements that would require localized foundations and possibly guy cables anchored at various locations into rockface along the riverbanks.

Build Alternative- Arch Suspension Bridge

The Build Alternative (previously Alternative 2) is a steel arch bridge and consists of a boxed shaped arch rib with a parabolic profile spanning approximately 251 ft. between abutments with a rise to span ratio of 0.25. The total construction footprint for the bridge is approximately 4.27 acres. Cable hangers support built up I-shaped floor beams and W21 composite stringers. Stiffening girders are provided near the edge of deck. The arch will be assembled by segment over the span. Erected segments will be held in place via the temporary use of stay and backstay cables supported by a temporary tower. After the arch is complete, the hangers, floor beams, girders and stringers supporting the deck will be erected followed by the casting of the concrete deck and then concrete barrier rail. This bridge would be constructed immediately downstream, approximately 10-15 feet, from the existing bridge. The height of the bridge, from the deck to the top of the structure, will be approximately 52.9 ft. at the highest point of the arch.

Concrete seat type abutments and skew back footings on reinforced concrete piles cast in drilled holes will support the stringers and the arch rib. The bottom footing elevations of Abutment 1 (Colfax side) and Abutment 2 (Foresthill side) are approximately 962 ft. Five ft. thick abutment footings are required for the tower crane anchorage. Sub-horizontal ground anchors will extend into the rock behind each abutment. Excavating equipment would need to traverse down from the existing roadway to the bottom of the footing elevation. Concrete would be pumped down from the roadway.

During construction, the arch segments will be supported on a fixed connection to the foundations and temporarily through the use of cables and towers to adjust the elevation of the arch rib at the crown. These cables will be supported by king posts on or behind each abutment and anchored into the ground behind the abutment. The temporary king posts will be supported by reinforced concrete piles cast in drilled holes or the abutment footing. Temporary supports are not required within the span. Bridge construction will occur above the ordinary high-water mark of the North Fork American River.

No Build Alternative

The No Build Alternative would not build a new replacement bridge and leave the existing structurally deficient bridge in place. The current bridge is a significant hazard to emergency response time and access. There are no feasible mitigation measures that would reduce impacts. The bridge is structurally obsolete and would possibly be closed to vehicular traffic.

Comparison of Environmental Impacts

Aesthetics

Visual impacts would occur under either alternative even after implementing the avoidance, minimization, and mitigation measures. The aesthetics is the main difference between the two alternatives (arch vs. girder). Analysis concluded that Alternative 1 interrupts the continuity and overall character of the area resulting in a moderately-high viewer response and resource change. Although the

Build Alternative is a larger structure it fits into the surrounding landscape better resulting in a moderate viewer response and resource change. Impacts to trees are the same for both alternatives, and there would be no new sources of substantial light or glare added. The avoidance and minimization measures are the same for Alternative 1 and Alternative 2. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge. Impacts to aesthetics could be affected under the No Build Alternative should the bridge be closed to vehicular traffic via installation of a permanent barricade that would obstruct current views of and from the existing bridge.

Agriculture and Forestry Resources

Both alternatives would have no impacts to farmland or land under the Williamson Act. There would be no conflict with existing zoning, and there would be no rezoning of any land as a result of either alternative. Impacts to trees are the same for both alternatives. The avoidance and minimization measures are the same under both Alternatives. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge, and there would be no impacts to agriculture and forestry resources.

Air Quality

Air quality impacts are not anticipated to be significant under either alternative. Neither alternative would increase the number of travel lanes, therefore no additional emissions are expected during operation of the new facility. There will be a temporary increase in emissions during construction under both alternatives, but they will be intermittent and limited. Both alternatives have similar construction emissions estimates. However, given Alternative 1 would result in a longer construction schedule, GHG emissions may be slightly higher, but trivial compared to the Build Alternative. The avoidance and minimization measures are the same for both alternatives. The No Build Alternative would not build a replacement bridge and there would be no temporary increase in emissions.

Biological Resources

Alternative 1 would result in slightly greater impacts to biological resources, including vegetation communities and wildlife species, due to its longer construction schedule and slightly larger construction footprint to accommodate temporary supports within the North Fork American River. Both alternatives would require a Section 2081 ITP for the state listed FYLF. Other impacts to biological resources are relatively the same since both build alternatives would be built on the same alignment. The same avoidance, minimization and mitigation measures would be implemented under both alternatives. The No Build Alternative would not build a replacement bridge but could result in a potentially significant impacts if the bridge eventually fails and collapses resulting in a threat to sensitive habitat communities and wildlife species.

Cultural Resources

Rehabilitation activities to strengthen the existing Yankee Jims Road Bridge and construction of the new bridge adjacent to the historic structure both have potential to cause an adverse effect to the Yankee Jims Road Bridge. Strengthening the historic Yankee Jims Road Bridge will include multiple discrete activities that will alter and repair bridge features, and some will not be fully consistent with the SOI Standards for Rehabilitation. Construction of a bridge downstream (south) of the extant Yankee Jims Road Bridge will have an adverse effect upon the historic bridge. The new bridge will not physically impact or alter the

historic bridge, but it will alter the setting of the historic property and introduce new visual elements. Both the Build Alternative and Alternative 1 would impact the same areas, have the same impacts to the Yankee Jims Road Bridge, and, therefore, the same finding of adverse effect. The same mitigation measures would be implemented. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge, and if the existing bridge eventually fails this would result in a potentially significant impact to a historic resource.

Energy

Under both alternatives, construction-related energy consumption would be temporary, and no new permanent source of energy would be created, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. Construction of both alternatives would result in a short-term increase in energy use. However, since Alternative 1 would result in a longer construction schedule, the temporary consumption of energy would be slightly greater. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge, and there would be no impacts to energy.

Geology/Soils

Geological and soil impacts are not anticipated to be significant as a result of either alternative. Ground disturbing activities during construction of the new bridge will be similar for both alternatives, however, Alternative 1 would result in a greater risk to erosion from access roads necessary to construct temporary supports in the North Fork American River. The avoidance, minimization and mitigation measures, including BMPs, would be the same under both alternatives to reduce erosion and/or sedimentation to receiving water bodies. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge, and there would be no impacts to geology/soils.

Greenhouse Gas Emissions

Both alternatives would not exceed the PCAPD GHG Significance Threshold. Overall, Alternative 1 has slightly higher emissions due to its longer construction schedule. However, the difference in emissions between alternatives is minimal. The No Build Alternative would not build a replacement bridge downstream from the existing, structurally deficient bridge, and there would be no increase in GHG emissions.

Hazards and Hazardous Materials

Hazardous waste impacts are not anticipated to be significant under either alternative. The potential to encounter unknown substances would be similar for both alternatives due to the ground disturbance activities planned. The same avoidance, minimization and mitigation measures would be implemented for both alternatives. The No Build Alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build alternative would result in a potentially significant impact.

Hydrology/Water Quality

Alternative 1 would require temporary supports within the ordinary high-water mark of the North Fork American River. Due to the different structure types and construction methodologies, the Build

Alternative would not require supports or any work within the North Fork American River. However, both alternatives would have impacts to other water features, including Bunch Creek and ephemeral drainage along Yankee Jims Road. The same avoidance, minimization and mitigation measures would be implemented under both alternatives. The No Build Alternative would not build a replacement bridge upstream from the existing, structurally deficient bridge. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it may result in a potentially significant impact to water quality given that debris from the existing structure would enter the North Fork American River and may pollute downstream areas.

Land Use/Planning

Due to the location of the Project and distance from any current or planned land use development, there would be no impact on land use or planning under both alternatives. The No Build Alternative would not build a replacement bridge and would therefore not impact land use or planning as well.

Noise

Both alternatives would not result in an adverse impact related to noise or vibration. However, since Alternative 1 has a slightly longer construction period, there would be more temporary noise and vibration impacts associated with this alternative. Both alternatives would incorporate the same avoidance and minimization measures. The No Build Alternative would not build a replacement bridge and there would be no impacts to noise.

Public Services

Under both alternatives, emergency vehicle access would remain, and there would be no public services needed beyond what was previously anticipated in the County General Plan. Temporary impacts to traffic flow as a result of construction activities under both alternatives would be minimized through construction phasing and signage and a traffic control plan. The No Build Alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. No mitigation measures would be implemented. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a potentially significant impact.

Recreation

Both alternatives would result in temporary impacts to recreational access. Yankee Jims Road on the Colfax side would remain closed during construction under both alternatives, with access maintained on the Foresthill side, with short-term intermittent closures. Additionally, both alternatives would create an unpaved parking lot and stairway access to the North Fork American River. By constructing these features both alternatives would help accommodate the high number of visitors that frequent the area. overall, Alternative 1 may result in slightly greater temporary impacts due to the longer construction schedule. The No Build Alternative would not build a replacement bridge and would not solve existing safety and access issues. The bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If this occurs, recreational access at the bridge would be limited resulting in a potentially significant impact.

Transportation

Both alternatives would be built on the same alignment and provide access for fire and emergency equipment to cross the river. The replacement bridge would also provide a viable evacuation route for residents looking to cross the North Fork American River during an emergency. Alternative 1 would require a large shoring pit that would partially block the existing roadway and have a longer impact on roadway access compared to the Build Alternative. Both alternatives would have the same avoidance and minimization measures. The No Build Alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. No mitigation measures would be implemented. The current bridge is a significant hazard to emergency response time and access if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No-Build alternative would result in a potentially significant impact.

Tribal Cultural Resources

With any Project involving ground disturbance, there is a possibility that a previously unknown TCR may be unearthed during construction. Under Alternative 1 and the Build Alternative, the same avoidance and minimization measures would be implemented to address unexpected discoveries during construction. The No Build Alternative would not build a replacement bridge and there would be no impacts to TCR's.

Utilities and Service Systems

Solid waste produced during construction of both alternatives would be disposed or recycled at an approved facility in Placer County. The No Build Alternative would not build a replacement bridge and solid waste would not be produced.

Wildfire

Both alternatives would not exacerbate wildfire risks or impair an emergency response or evacuation plan since these would replace the existing one-lane bridge with a two-way traffic bridge. The new bridge would provide an adequate evacuation route for residents looking to cross the North Fork of the American River. Fire equipment would also be able to cross the bridge to respond to a fire or other emergency. Both alternatives would incorporate the same mitigation measures. The No Build Alternative would not build a replacement bridge adjacent to the existing, structurally deficient bridge. No mitigation measures would be implemented. The current bridge is a significant hazard to emergency response time and access, if the proposed bridge is not constructed. There are no feasible mitigation measures that would reduce impacts. Therefore, the No Build Alternative would result in a potentially significant impact.

4.4 Environmentally Superior Alternative

Based on the analysis of environmental impacts within this report and associated technical studies, the Build Alternative was the recommended alternative. See below Table 15 for a comparison of environmental impacts.

Table 15: Comparison Between Alternatives

Resource	No Build Alternative	Alternative 1	Build Alternative
Aesthetics	Should the existing bridge need to be closed to traffic establishment of a permanent barricade may be required – potentially significant	Moderately high visual impact– less than significant with mitigation	Moderate visual impact– less than significant with mitigation
Agriculture and Forestry Resources	No impact	Trees impacts anticipated (approximately 245) – less than significant with mitigation	Trees impacts anticipated (approximately 245) – less than significant with mitigation
Air Quality	No impact	Temporary construction emissions, slightly more due to longer construction schedule– less than significant impact with mitigation	Temporary construction emissions – less than significant impact with mitigation
Biological Resources	No impact	Permanent and temporary impacts (including impacts to North Fork American River) – less than significant with mitigation	Permanent and temporary impacts (no impacts to North Fork American River) – less than significant with mitigation
Cultural Resources	No impact	Adverse effect to setting of historic bridge – less than significant with mitigation	Adverse effect to setting of historic bridge – less than significant with mitigation
Energy	No impact	Temporary construction energy consumption, slightly more due to longer construction schedule – less than significant	Temporary construction energy consumption– less than significant
Geology/Soils	No impact	Potential for erosion due to ground disturbing activities – less than significant with mitigation	Potential for erosion due to ground disturbing activities – less than significant with mitigation

Greenhouse Gas Emissions	No impact	Temporary construction emissions, slightly more due to longer construction schedule – less than significant	Temporary construction emissions – less than significant
Hazardous Waste	No impact	Similar Impacts to RECs as Build Alternative – less than significant with mitigation	Similar Impacts to RECs as Alternative 1 – less than significant with mitigation
Hydrology/Water Quality	No impact	Addition of net impervious surface area and work within the North Fork American River – less than significant with mitigation	Addition of net impervious surface area and work within the no work within the North Fork American River – less than significant with mitigation
Land Use and Planning	No impact	No Impact	No Impact
Noise	No impact	Temporary noise and vibration from construction, slightly longer construction schedule than Build Alternative – less than significant with mitigation	Temporary noise and vibration from construction – less than significant with mitigation
Public Services	Current safety and emergency response barriers remain due to bridge capacity – potentially significant	Allows emergency vehicle access over North Fork American River – less than significant with mitigation	Allows emergency vehicle access over North Fork American River – less than significant with mitigation
Recreation	No impact	Creation of unpaved parking lot and stairway access, slightly longer temporary impacts due to construction schedule – less than significant with mitigation	Creation of unpaved parking lot and stairway access– less than significant with mitigation
Transportation/Traffic	Current safety and emergency response barriers remain due to bridge capacity – potentially significant	Allows emergency vehicle access over North Fork American River, includes large shoring put that would partially block existing	Allows emergency vehicle access over North Fork American River – less than significant with mitigation

		road during construction – less than significant with mitigation	
Tribal Cultural Resources	No impact	Similar impacts to tribal cultural resources as the Build Alternative – less than significant with mitigation	Similar impacts to tribal cultural resources as Alternative 1– less than significant with mitigation
Utilities	No impact	No impact	No impact
Wildfire	Current safety and emergency response barriers remain due to bridge capacity – potentially significant	Allows emergency vehicle access over North Fork American River – less than significant with mitigation	Allows emergency vehicle access over North Fork American River – less than significant with mitigation

5 CEQA EVALUATION AND CONSIDERATIONS

5.1 CUMULATIVE IMPACTS

The state 2021 CEQA Guidelines define cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or number of separate projects. The cumulative impact from several projects is the change in environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines § 15355).

For the purpose of this EIR, significant cumulative impacts would occur if impacts related to the implementation of the Project, combined with related environmental impacts resulting from implementation of the adopted County General Plan, as well as maintenance and upgrades to existing infrastructure, would result in an adverse significant effect. For an impact to be considered cumulative, these incremental impacts and potential incremental impacts must be related to the types of impacts caused by the Project and evaluated in Chapter 3, Environmental Impact Analysis.

Vegetation Impacts

Vegetation removal is anticipated as a result of the proposed Project, including trimming/removal of approximately 245 trees. However, these removals would be localized and of limited extent. While the elimination of large existing trees would temporarily impact the exiting visual quality of the corridor, disturbed soils will be restored with native seed. Mitigation measures are in place to ensure impacts to sensitive habitat communities, including montane riparian habitat, are appropriately mitigated for.

Foothill Yellow-Legged Frog

The FYLF is threatened by pollutants, pesticides, recreational activities within their habitat, and invasive species. The proposed Project would not increase the threat of any of these factors to the known population of FYLF onsite. Other actions in the region that may impact FYLF include the Edwards Crossing Bridge Replacement Project and the Dog Bar Road Bridge Replacement Project, located in Nevada County (Nevada County Department of Public Works 2023). In combination with impacts from these other projects, the proposed Project could contribute to cumulative impacts on the species in the region. However, avoidance and minimization measures have been incorporated into the project, as well as any measures that result from Section 2081 ITP process, that would reduce the Project's impact on the species to a negligible level. Therefore, the Project would not contribute to cumulative impacts on the species.

5.2 GROWTH-INDUCING IMPACTS

Land use and development has many factors that can be a source of influence. Some of these include population and economic growth, desirability of locations, costs and availability of developable land, physical and regulatory constraints, transportation, and the cost of utility services.

Transportation agencies can play a role in how land use and planning may change, by providing infrastructure that can open up access to new locations and by improving mobility. New development is often associated with increased travel patterns that usually demand new transportation facilities. This section addresses the growth in the Project area and the extent to which the Project contributes to the growth.

The Project will replace the existing one-lane bridge with a two-lane bridge with improved roadway approaches. Improvements to Yankee Jims Road are also part of the Project, however, only to provide access for equipment and delivery of material to Yankee Jims Bridge. The unpaved road would otherwise remain unchanged and would not increase capacity.

5.2.1 Existing Conditions

Population Projections

The Project area resides in Census Tract 220.02 and Census Tract 202, in Placer County (U.S Census Bureau 2021). Colfax is the nearest city in Tract 220.02 and Foresthill is the nearest census-designated place in Tract 202. Both areas have similar populations, and since Colfax is at the crossroads of I-80 and State Route 174, it would be beneficial to use Colfax statistical data to determine the population growth near the Project area. According to the Placer County 2040 Regional Transportation Plan (Placer County 2019), Colfax was projected to have a population growth of 23% from 2016 to 2040.

In addition to population growth, employment is projected to increase. There is a projected employment growth of 78% for Colfax from 2016 to 2040 (Placer County 2019).

Placer County has several community plans within the Placer County Housing Element 2021 – 2029 (Adopted May 11, 2021). The bridge location is within unincorporated Placer County and not within any existing community plan. The closest community plan is the Foresthill Divide Community Plan with an inventory that includes capacity for 224 housing units.

5.2.2 Impacts

Direct Growth Inducement

The Project would create a new bridge to accommodate two-way traffic with an increased weight capacity allowing access for emergency vehicles. The proposed Project would not construct new housing, businesses, roadways, or create new connections to undeveloped land. The Project aims to improve driver safety and emergency service response times in the area by improving accessibility for emergency services. The Project would also not create permanent employment. The Project is consistent with the Placer County General Plan as the Project will continue to be zoned for Open Space and would not change the zoning designation of adjacent areas.

Indirect Growth Inducement

The Project would not establish new permanent employment opportunities or involve a substantial construction effort with substantial long-term employment opportunities that could indirectly stimulate the need for additional housing and services to support the new employment demand. Construction of the Project would last approximately two to three years and would not require additional housing and/or services for workers. The Project would not directly or indirectly induce growth or remove an obstacle to growth, would not require or result in the need for new or expanded water or wastewater treatment facilities, and would not increase population. No growth inducing effects would occur.

5.3 Significant Effects Which Cannot be Avoided

Section 15126.2(c) of the state CEQA Guidelines defines, in part, environmental effects which cannot be avoided, "Where there are impacts that cannot be alleviated without imposing an alternative design…" Section 3.0 of this EIR provides a description of the potential environmental impacts of the Project and recommends mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended mitigation measures, all of the potentially significant impacts associated with the Project would be reduced to a less than significant level.

However, the No Build Alternative could result in potentially significant impacts related to aesthetics, cultural resources, biological resources, hazards and hazardous materials, hydrology/water quality impacts, public services, recreation, transportation/traffic, and wildlife. Under the No Build Alternative, the bridge would continue to deteriorate and may collapse or may be permanently closed to pedestrian and vehicle use due to safety concerns. If the existing structurally deficient bridge collapses, it may result in a potentially significant impact to water quality and biological resources given that debris from the existing structure would enter the North Fork American River and may pollute downstream areas. Additionally, the historic structure would be destroyed, impacting the aesthetics in the area, and access across the North Fork American River would be cut off for emergency services, wildfire evacuation routes and recreationalists.

5.4 Significant Irreversible Changes

State CEQA Guidelines Section 15126.2(d) states that, "Uses of nonrenewable resource during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." Materials to construct the new bridge would not be renewable; however, secondary impacts are not anticipated due to the fact that an existing bridge is already being utilized to cross the river and the Project is not anticipated to increase daily traffic. Maintenance would be required on the new bridge, but likely no more than the required maintenance on the existing bridge accessed from the same road. Therefore, no significant irreversible changes would occur.

5.5 Mitigation Measures

Section 15126.4(a)(1) of the 2021 CEQA Guidelines states, "An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy." The section provides details on mitigation measures applied to different resources and the enforcement of measures through permit conditions, agreement, or other legally binding instruments.

Section 15126.4(a)(1)(D) provides that, "If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the Project as proposed." For each impact considered significant in this EIR, mitigation measures have been designed that would reduce the severity of the impact.

Mitigation to reduce the significant impacts to less-than-significant levels are identified in the impact analysis in Chapter 3 and listed in the table below. None of the measures have the potential to

themselves result in significant impacts.

Table 16: Mitigation Monitoring and Reporting Program

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLAINCE	
			Initials	Date
Aesthetics				
VIS-1: Staging areas will occur away from the Project site.	**During Construction**	**Construction Contractor**		
VIS-2: Tree and vegetation removal will be limited to the greatest extent possible to accommodate for the new roadway alignment.	**Prior to and During Construction**	**Construction Contractor**		
VIS-3: Aesthetic treatments and design features will be incorporated into the final design. ▪ This includes design features of the chosen bridge alternative, as well as aesthetic treatments to the area north of the existing bridge (east of the river).	**Prior to Construction**	**Construction Contractor**		
Air Quality				
AQ-1: The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows: ▪ Water will be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution. ▪ All distribution equipment will be equipped with a positive means of shutoff. ▪ Unless water is applied by means of pipelines, at least one mobile unit will be available at all times to apply water or dust palliative to the Project. ▪ If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water will not be conveyed in tanks or drain pipes that will be used to convey potable water and there will be no connection between potable and non-potable supplies. Non-potable tanks, pipes and other conveyances will be marked "NON-POTABLE WATER – DO NOT DRINK."	**During Construction**	**Construction Contractor**		
AQ-2: The on-road heavy-duty truck fleet used for the Project will be limited to vehicles of model year 2010 or newer.	**During Construction**	**Construction Contractor**		

AQ-3: All off-road equipment used for the Project is required to meet CARB Tier 4 Standard.	**During Construction**	**Construction Contractor**		
AQ-4: The contractor is required to prepare a dust control plan.	**During Construction**	**Construction Contractor**		
Biological Resources				
BIO-1: Best Management Practices: ▪ Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. ▪ Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities. ▪ All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly. ▪ All construction materials, vehicles, stockpiles, and staging areas would be situated away from water sources or where they could easily enter water sources, such as on a slope. All stockpiles would be covered, as feasible. ▪ All erosion control measures, and storm water control measures would be properly maintained until the site has returned to a final stabilized state. ▪ All disturbed areas would be restored to a final stabilized state and revegetated, where applicable, either through hydroseeding or other means, with native or approved non-invasive exotic species. ▪ All construction materials would be hauled off-site after completion of construction.	**During Construction**	**Construction Contractor**		
BIO-2: All construction personnel will be provided with environmental awareness training prior to being allowed to work on the job site. The training will include an overview of jurisdictional waters, sensitive habitats and special status species that are present within or adjacent to the Project area, including foothill yellow-legged frog, and Project specific protective measures that must be adhered to. The training will also include a description of the legal penalties for violating protective measures.	**Prior to and During Construction**	**Construction Contractor**		
BIO-3: Prior to the start of construction activities, the Project limits in proximity to the North Fork of the American River, Shirttail Creek and associated riparian habitat must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into waters or sensitive habitats. The	**Prior to Construction**	**Construction Contractor**		

	Project biologist will periodically inspect the ESA to ensure sensitive locations remain undisturbed.				
BIO-4:	Refueling or maintenance of equipment will not be permitted to occur within 100 feet from the North Fork of the American River or Shirttail Creek. All onsite refueling and maintenance must occur over plastic sheeting or other secondary containment measures to capture accidental spills before they can contaminate the soil. Secondary containment must have a raised edge to prevent the movement of an accidental spill (e.g. sheeting wrapped around wattles).	**During Construction**	**Construction Contractor**		
BIO-5:	Equipment will be checked daily for leaks and will be well maintained to prevent lubricants and any other deleterious materials from entering the North Fork of the American River and the associated riparian area.	**During Construction**	**Construction Contractor**		
BIO-6:	Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must remain outside of sensitive habitat marked with high-visibility fencing. Any necessary equipment washing must occur where the water cannot flow into sensitive habitat communities, the North Fork of the American River or Shirttail Creek.	**During Construction**	**Construction Contractor**		
BIO-7:	A chemical spill kit must be kept onsite and available for use in the event of a spill.	**During Construction**	**Construction Contractor**		
BIO-8:	Secondary containment consisting of plastic sheeting or other impermeable sheeting will be installed underneath all stationary equipment to prevent petroleum products or other chemicals from contaminating the soil or from spilling directly or indirectly into the North Fork of the American River. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).	**During Construction**	**Construction Contractor**		
BIO-9:	Vegetation clearing will only occur where necessary and only within the delineated Project boundaries (impact areas). An ESA fence will be provided on the final plans to delineate which trees can be saved and which will be removed. Where possible, trees will be trimmed rather than removed fully, with the guidance of the Project biologist. In areas that will be subject to re-vegetation, plants will only be cleared where necessary and when feasible, will be cut above soil level.	**Prior to Construction**	**Construction Contractor**		
BIO-10:	Temporary impacts to montane riparian habitat within the BSA will be re-vegetated with native seed mix appropriate for the ecological region. Permanent and temporary impacts to montane riparian habitat are anticipated to be mitigated at a 2:1 ratio at an approved mitigation bank or will be re-established onsite through re-planting	**After Construction**	**Construction Contractor**		

	efforts. The final mitigation approach will be determined during the permitting phase for the Project.				
BIO-11:	Mitigation to fully compensate Project impacts to riparian vegetation will be developed during the Section 1602 Lake and Streambed Alteration Agreement process, in coordination with the California Department of Fish and Wildlife.	**Prior to Construction**	**Lead Agency/Construction Contractor**		
BIO-12:	Prior to ground disturbing activities or in-water work, exclusion fencing will be established on the edge of the Project boundary within montane riparian habitat and upstream and downstream of the North Fork of the American River and Shirttail Creek within the Project limits. The exclusion fencing within montane riparian habitat will consist of silt fencing, or a similar plastic material, at least 3 feet high. The top few inches of the fence must be curved away (outside) from the construction area to curtail climbing frogs. Exclusion fencing within aquatic resources should consists of a ¼ inch mesh or smaller opening material and must be sufficiently anchored to the streambed with rocks and gravel to prevent immigration of frogs and tadpoles underneath into the construction area. The exclusion fencing should be installed as soon as possible after cessation of winter flows and before the frogs begin to breed.	**Prior to Construction**	**Construction Contractor**		
BIO-13:	Prior to vegetation removal within montane riparian habitat, an agency-approved biologist must first inspect all areas where ground disturbing activity is anticipated. The agency-approved biologist must observe and monitor all vegetation clearing and grubbing and will have stop work authority. If a special status wildlife species is spotted within an active work area, the agency-approved biologist will immediately stop work activities until the animal has left the Project area. The biologist will coordinate with CDFW to determine if further measures are necessary at that point.	**Prior to Construction**	**Lead Agency and Construction Contractor**		
BIO-14:	The agency-approved biologist will perform daily clearance sweeps of all in stream areas, surrounding foothill riparian areas of construction activity, and under equipment, trucks, and other materials in riparian areas prior to the commencement of work.	**During Construction**	**Construction Contractor**		
BIO-15:	The agency-approved biologist will keep daily monitoring logs of construction activities and FYLF activities.	**During Construction**	**Construction Contractor**		
BIO-16:	All construction crew members will allow wildlife enough time to escape initial clearing and grubbing activities. Initial clearing and grubbing must be accomplished	**During Construction**	**Construction Contractor**		

	through the use of hand tools within montane riparian habitat and in accordance with the incidental take permit for the FYLF.				
BIO-17:	Compensatory mitigation for Project impacts to FYLF will be determined in coordination with CDFW but is likely to consist of purchasing credits from regional mitigation banks or non-profit organizations that support FYLF habitat. Final compensatory mitigation will be determined during the 2081 ITP process for FYLF.	**Prior to Construction**	**Lead Agency**		
BIO-18:	Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.	**During Construction**	**Construction Contractor**		
BIO-19:	If hydroseed and plant mixes are used during or post-construction, plant species must consist of a biologist approved plant palate seed mix of native species sourced locally to the Project area.	**During and Post Construction**	**Construction Contractor & Lead Agency**		
BIO-20:	The construction contractor will avoid removing any vegetation during the nesting bird season (February 15 –August 31). If vegetation must be removed within the breeding season, a pre-construction nesting bird survey must be conducted no more than 3 days prior to vegetation removal. The vegetation must be removed within 3 days from the nesting bird survey. A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with the County) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by the County.	**Prior to Construction**	**Construction Contractor**		
BIO-21:	The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.	**During Construction**	**Construction Contractor**		
BIO-22:	The contractor must not apply rodenticide or herbicide within the BSA during construction	**During Construction**	**Construction Contractor**		

FYLF-1: The CDFW-approved biologist will be onsite to monitor for foothill yellow-legged frog activity during all activities associated with vegetation removal/clearing/grubbing, during installation of the exclusion fencing, all culvert repairs/replacements and all work performed around Bunch Creek Bridge. After establishment of exclusion fencing at the bridge site, daily biological monitoring should occur from September through April when foothill yellow-legged frog are dispersing into upland areas (during fall/winter) and migrating back toward breeding habitat (early spring). Adjustments to daily biological monitoring may be made under recommendations from the CDFW-approved biologist and in coordination with CDFW. If foothill yellow-legged frog(s) are observed within the active work area the individual(s) will be relocated by the CDFW-approved biologist to an area that provides the same or similar habitat in which the individual(s) was found. The individual(s) will be located at least 2,000 feet away from active work, outside of the exclusion fencing (when applicable), and in an area where construction activities are not anticipated.				
FYLF-2: The intake pump for water drafting and/or any de-watering activities will be screened with wire mesh no larger than 5 millimeters. The intake should be placed within a perforated bucket or other method that reduces suction to prevent foothill yellow-legged frog from entering the pump system. Pumped water will be managed in a matter that does not degrade water quality. Water drafting is only allowed from North Fork American River. Water drafting within Bunch Creek, Shirttail Creek or any ephemeral drainages along Yankee Jims Road is prohibited.				
Cultural and Tribal Cultural Resources				
CR-1: If previously unidentified cultural materials are unearthed during geotechnical or construction activities, work shall be halted within 100 ft. of the area until the archaeological monitor can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. This buffer can be reduced or increased, based on the type of discovery. Should the archaeological discovery include Native American resources, the MLD shall be contacted, to assist in the significance assessment and treatment recommendations.	**During Construction**	**Construction Contractor**		
CR-2: If human remains are encountered, State Health and Safety Code Section 7050.5 dictates that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be	**During Construction**	**Construction Contractor**		

	prehistoric, the Coroner will notify the NAHC, which will determine and notify a MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.				
CR-3:	Due to the adverse FOE determination for the Yankee Jims Road Bridge, prepare a Memorandum of Agreement to mitigate adverse effects.	**Prior to Construction**	**Lead Agency**		
CR-4:	Follow all Memorandum of Agreement stipulations required to mitigate for adverse effect to the Yankee Jims Road Bridge.	**Prior to/During Construction**	**Lead Agency and Construction Contractor**		
CR-5:	For portions of P-31-631 / CA-PLA-505 which would be protected through the implementation of ESA fencing, conduct archaeological monitoring during ESA fencing installation and during project ground disturbing activities adjacent to ESA fencing.	**During Construction**	**Lead Agency and Construction Contractor**		
Hazards and Hazardous Materials					
HAZ-1:	The contractor will prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP will include information on the nature of all hazardous materials that will be used on-site. The SPCCP will also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up will be provided in the SPCCP.	**Prior to Construction**	**Construction Contractor**		
HAZ-2:	The contractor will ensure that prior to construction, lead-based paint surveys utilizing a certified consultant are conducted to identify the presence of lead-based paint within the bridge structure. If lead-based paint is determined to be present on the bridge structure, the contractor will ensure lead-based paint is properly managed and removed from the project site in accordance with the latest Caltrans Standard Special Provision.	**Prior to Construction**	**Lead Agency and Construction Contractor**		

HAZ-3: The contractor will ensure a certified consultant conducts soil sampling for ADL, potential cyanide and arsenic from past mining activities, and NOA prior to construction.	**Prior to Construction**	**Lead Agency and Construction Contractor**		
HAZ-4: The contractor will prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP will include information on the nature of all hazardous materials that will be used on-site. The SPCCP will also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up will be provided in the SPCCP.	**Prior to Construction**	**Construction Contractor**		
Hydrology/Water Quality				
WQ-1: BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.): ▪ The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation. ▪ Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams. ▪ Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected. ▪ Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. ▪ Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities. ▪ All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution. ▪ All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the river. ▪ All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.	**During Construction**	**Construction Contractor**		

▪ All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible. ▪ Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented. ▪ All erosion control measures and stormwater control measures would be properly maintained until the site has returned to a pre-construction state. ▪ All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species. ▪ All construction materials would be hauled off-site after completion of construction.				
WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from all required regulatory agencies.	**Prior to Construction**	**Lead Agency**		
WQ-3: The Project limits in proximity to the North Fork American River will be marked as an Environmental Sensitive Area (ESA) or either be staked or fenced with high visibility material to ensure construction activities will not encroach further beyond established limits.	**Prior to Construction**	**Construction Contractor**		
WQ-4: The proposed Project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of stormwater associated with construction activities. A Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) would also be developed and implemented as part of the Construction General Permit.	**Prior to Construction**	**Lead Agency and Construction Contractor**		
WQ-5: The construction contractor will adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes stormwater and authorized non-stormwater discharges from construction activities. As part of this Permit requirement, a SWPPP or WPCP will be prepared prior to construction consistent with the requirements of the RWQCB. The SWPPP or WPCP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.	**Prior to and During Construction**	**Construction Contractor**		
WQ-6: Design pollution prevention BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.	**Prior to Construction**	**Construction Contractor & Lead Agency**		

WQ-7: Stormwater systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.	**Prior to Construction**	**Lead Agency**		
Noise				
NOI-1: To minimize the construction-generated noise, the abatement measures below will be followed by the construction contractor: ▪ Construction will occur only between the hours of 6:00 a.m. to 8:00 p.m. Monday through Friday, or 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays. An exception to this requirement can be requested from the County Board of Supervisors to allow for construction to occur outside of these hours. ▪ Equip an internal combustion engine with the manufacturer recommended muffler. ▪ Do not operate an internal combustion engine on the job site without the appropriate muffler.	**During Construction**	**Construction Contractor**		
Recreation				
REC-1: Signage will be posted along Yankee Jims Road to inform the public of permanent and/or temporary road closures and potential detour routes. The County will ensure the public has access to regular updates regarding progress of construction. Prior to and during construction the County will coordinate with State Parks and interested recreationalists groups and organizations (e.g., American Whitewater) to provide additional details and/or a plan for access to recreational resources throughout construction.	**Prior to and During Construction**	**Construction Contractor & Lead Agency**		
Transportation/Traffic				
TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.	**Prior to Construction**	**Construction Contractor & Lead Agency**		
Wildfire				
WF-1: The contractor will prepare a Construction Fire Protection Plan approved by the Unit and Fire Chief of CAL FIRE and the Placer County Fire Department. The Construction Fire Plan will implement fire safety measures during construction activities in compliance with the National Fire Protection Association Standard 15B and California Public Resources Code Section 4442.	**Prior to Construction**	**Construction Contractor & Lead Agency**		

WF-2:	Hot work (welding, cutting, or any activity that involves open flames or produces sparks) will cease during Red Flag Warning periods declared by the National Weather Service.	**During Construction**	**Construction Contractor**		
WF-3:	The contractor will prepare an Emergency Plan that includes emergency operational procedures for wildland fires, EMS emergencies, and flood emergencies	**Prior to Construction**	**Construction Contractor & Lead Agency**		

Report Preparers

Dokken Engineering

Amy Bakker, Senior Environmental Planner
Hanna Sheldon, Associate Biologist/Environmental Planner
Michelle Campbell, Archaeologist/Senior Environmental Planner
Aliana Hale, Environmental Planner

Placer County

Kevin Ordway, P.E., Senior Civil Engineer

6 DISTRIBUTION LIST

Federal Government

US Bureau of Reclamation
Dan Cordova
7794 Folsom Dam Road
Folsom, CA 95630

State Government
Calfire
Elsa Hucks
13760 Lincoln Way
Auburn, CA 95603

California Department of Fish and Wildlife Region 4
Patrick Moeszinger
1234 E. Shaw Avenue
Fresno, CA 93710

California Department of Transportation
Vlad Popkov
703 B. Street
Marysville, CA 95901

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

California State Parks, Gold Fields District
Jason De Wall
7806 Folsom Auburn Road
Folsom, CA 95630

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

Department of Toxic Substances Control
Gavin McCreary
8800 Cal Center Drive
Sacramento, CA 95826

Local Agencies

City of Colfax
PO Box 702

Colfax, CA 95713

Foresthill Fire
Michale Ridley
24320 Main Street
Foresthill, CA 95631

Foresthill Forum
175 Fulweiler Avenue
Auburn, CA 95603

Foresthill Public Utility District
Hank White
PO Box 266
Foresthill, CA 95631

Placer County Fire
Brian Estes
13760 Lincoln Way
Auburn, Ca 95603

Placer County Office of Emergency Services
Young Rodriguez
2968 Richardson Drive
Auburn, CA 95603

Placer Hills Fire District
Matt Slusher
PO Box 350
Meadow Vista, CA 95722

State Parks- Auburn State Recreation Area
Lauren Shoemaker
501 El Dorado Steet
Auburn, CA 95603

Other Organizations

American Whitewater
Theresa L. Simsiman
PO Box 455
Coloma, CA 95613

Colfax Area Historical Society
P.O. Box 185
Colfax, CA 95713

Colfax-Todds Valley Consolidate Tribe

PO Box 4884
Auburn, CA 95604

Forest Hill Divide Historical Society
P.O. Box 646
Foresthill, CA 95631

North Fork American River Alliance
PO Box 292
Gold Run, CA 95717
OARS
7330 River Park Drive
Lotus, CA 95651

Placer County Historical Society
P.O. Box 5643
Auburn, CA 95604

Protect American River Canyons
PO Box 9312
Auburn, CA 95604

United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

7 REFERENCES

Association of Environmental Professionals. 2021. California Environmental Quality Act. Statute & Guidelines. Available at: https://www.califaep.org/docs/CEQA_Handbook_2021.pdf

Bryant, W.A. and E.W. Hart. 2007. Fault Rupture Hazard Zones in California: Alquist- Priolo Earthquake Fault Zoning Act with index to earthquake fault zone maps. Special Publication 42. Interim Revision. California Geological Survey. Sacramento, CA

California Air Resources Board (CARB). 2020. California Air Basin Map. Available at: https://ww3.arb.ca.gov/ei/maps/statemap/abmap.htm (accessed December 2020).

California Air Resources Board (CARB). 2019. Map of State and Federal Area Designations. Available at: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations (accessed June 2021).

California Air Resources Board (CARB). 2016. Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf (accessed October 2023).

California Department of Conservation. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed February 2021).

California Department of Conservation. Farmland Mapping & Monitoring Program. Available at: https://www.conservation.ca.gov/dlrp/fmmp (accessed February 2021).

California Department of Conservation. Fault Activity Map of California. Available at: https://maps.conservation.ca.gov/cgs/fam/ (accessed February 2021).

California Department of Conservation. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed February 2021).

California Department of Fish and Wildlife. 2018. Considerations for Conserving the Foothill Yellow-Legged Frog.

California Department of Fish and Wildlife. 2019. Report to the Fish and Game Commission: A Status Review of the Foothill Yellow-Legged Frog (*Rana boylii*) in California.

California Department of Fish and Wildlife. 2020. Biogeographic Information and Observation System. Available at: https://wildlife.ca.gov/Data/BIOS (accessed September 2020).

California Fish and Game Code. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml (accessed October 2023).

California Geological Survey. 2008. Guidelines for Evaluating and Mitigating Seismic Hazards in California. Special Publication 117a. Sacramento, CA.

California Legislative Information. California Law. Code Search. Available at: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml (accessed February 2021).

California State Geoportal. 2020. California Fire Hazard Severity Zone Viewer. https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414 (accessed March 2021).

California State Parks. Public GIS Data. Available at: https://csparks.maps.arcgis.com/apps/webappviewer/index.html?id=f96a883ff4154455b23bdc119f4574a9 (accessed February 2021).

California Public Resources Code. Available at: https https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC (accessed October 2023).

Conservation Biology Institute. Data Basin- 303(d) Listed and Impaired Waters for the USA. Available at https://databasin.org/maps/new/#datasets=53f72f00668848f48e6ebfd7d99ad05b (accessed October 2023).

Dokken Engineering. 2021. Natural Environment Study – Yankee Jims Bridge Replacement Project.

Dokken Engineering$_2$. 2021. Water Quality Assessment Report – Yankee Jims Bridge Replacement Project.

EnviroStor. California Department of Toxic Substances Control. Available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=map (accessed December 2020).

Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf (accessed October 2023).

FEMA. 2021. Firmette Map. Available at: https://msc.fema.gov/portal/home (accessed December 2021).

GeoTracker. California State Water Resources Control Board. Sites and Facilities. Available at: https://geotracker.waterboards.ca.gov/map/ (accessed December 2020).

Governor's Office of Planning and Research. 2008. Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents. Available at https://opr.ca.gov/ceqa/docs/20210720-june08-ceqa.pdf (accessed October 2023).

Firmette Map. Available at: https://msc.fema.gov/portal/home (accessed December 2021).

KCRA. 2020. Going for a Hike? Parking now Banned at a Placer County Trail. Available at: https://www.kcra.com/article/no-more-vehicle-access-to-yankee-jims-after-big-jump-in-visitors/33419175# (accessed October 2023).

Loyd, R. 1995. Mineral Land Classification of Placer County, California. Open-File Report 95-10. California Division of Mines and Geology, Sacramento, CA

Natural Resources Conservation Services. Web Soil Survey. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed May 2020).

Neveda County Department of Public Works. Current and Future Projects. Available at: https://www.nevadacountyca.gov/3175/Current-Future-Projects (accessed October 2023).

Placer County Air Pollution Control District. 2016. Review of Land Use Projects under California Environmental Quality Act (CEQA) Policy. Available at: https://www.placer.ca.gov/DocumentCenter/View/2060/Review-of-Land-Use-Projects-Under-CEQA-Policy-PDF (accessed June 2021).

Placer County Code of Ordinances. 2021. Available at: http://qcode.us/codes/placercounty/ (accessed June 2021).

Placer County. 2013. Placer County General Plan. Available at: https://www.placer.ca.gov/2977/Placer-County-General-Plan (accessed June 2021).

Placer County General Plan Environmental Impact Report. 1994. Available at: https://www.placer.ca.gov/2981/General-Plan-Environmental-Impact-Report (accessed June 2021).

Placer County 2040 Regional Transportation Plan. 2019. Available at: https https://pctpa.net/rtp2040/ (accessed July 2021).

Placer County. 2018. West Placer Storm Water Quality Design Manual. Available at: https://www.placer.ca.gov/DocumentCenter/View/1610/West-Placer-Storm-Water-Quality-Design-Manual-PDF (accessed June 2021).

Placer Legacy Open Space and Agriculture Conservation Program. 2000. Available at: https://www.placer.ca.gov/DocumentCenter/View/9515/Chapter-1---Introduction-and-Background-PDF (accessed October 2023).

Sacramento Metropolitan Air Quality Management District. 2016. Roadway Construction Emissions Model, Version 9.0.0.

State Water Resources Control Board. Impaired Water Bodies. Available at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml (accessed December 2020).

U.S. Census Bureau. 2021. Available at: https://data.census.gov/cedsci/table?q=population%20growth&g=1400000US06061020200,06061022002&tid=ACSDT5Y2019.B01003&hidePreview=true (accessed July 2021).

U.S. Climate Data. Available at: https://www.usclimatedata.com/climate/united-states/us (accessed May 2020).

U.S. Energy Information Administration. Last Updated: May 12, 2021. Units and calculators explained. < https://www.eia.gov/energyexplained/units-and-calculators/>. (accessed January 2022).

U.S. Environmental Protection Agency. 2022. Greenhouse Gas Equivalencies Calculator. Available at https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator (accessed February 15, 2022).

Wilson Design Studio. 2021. Yankee Jims Road at North Fork American River Bridge Replacement Project – Visual Impact Assessment

Weather Spark. 2023. Foresthill, California. Available at: https://weatherspark.com/y/1371/Average Weather-in-Foresthill-California-United-States-Year-Round (accessed November 6, 2023).

WRECO. 2021. Yankee Jims Road at North Fork American River Bridge Replacement Project – Initial Site Assessment

Zweifel, R.G. 1995. Ecology, Distribution, and Systematics of Frogs of the *Rana boylei* Group. University of California Publications in Zoology 54(4):207-292.

Appendix A: NOP Meeting Notice and Minutes

Ken Grehm, Director
Robert Costa, Deputy Director
Peter Kraatz, Assistant Director

January 15, 2020

Aaron Brown
US Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Re: **Notice of Preparation of a Draft Environmental Impact Report**

Project: **Yankee Jims Bridge Replacement**

Notice is hereby given that Placer County will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Yankee Jims Bridge Replacement Project. The EIR will research and evaluate the potential environmental impacts the new bridge will or may have for topics outlined in the California Environmental Quality Act (CEQA).

Project Location

Yankee Jims Bridge is located on Yankee Jims Road in Placer County (see attached map). The bridge is located approximately 7.5 miles southeast of Colfax and crosses the North Fork American River. The existing bridge and the proposed location of the new bridge are within the Auburn State Recreation Area (SRA). The project area includes the location of the bridge and approximately 7 miles on Yankee Jims Road (5.5 miles extending northwest toward Colfax and 1.5 miles east toward Foresthill), which will require road improvements to get construction equipment and materials to the site.

Project Description

The Yankee Jims Road Bridge is located in an unincorporated area of Placer County within the Auburn State Recreation Area (SRA) and crosses the North Fork American River. The existing, one lane suspension bridge (No. 19C-0002), built in 1930, is structurally deficient based on a Caltrans Bridge Inspection Report dated May 12, 2016. Several alternatives to replace the existing bridge are being considered. The existing bridge would remain in place for pedestrian use and historic purposes.

The project would construct a new bridge at a downstream location with improved roadway approaches. The new bridge would include two lanes and shoulders. The existing bridge would be re-decked and small modifications would be necessary to allow for equipment and materials to be placed on the bridge during construction. The existing bridge cannot accommodate emergency response vehicles and, therefore, the new bridge would increase access for emergency and fire vehicles and be a vital evacuation route for area residents.

Environmental Factors Potentially Affected

Each of the environmental factors below will be addressed in the EIR.

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

The list below describes potential environmental effects in more detail and steps to evaluate and address such effects.

- Aesthetics – The visual setting around the bridge is considered sensitive. The new bridge would modify the visual character of the project area. A Moderate Visual Impact Assessment (VIA) will be prepared to understand the change in the landscape and identify minimization measures to lessen the visual impact of the new bridge.
- Biological Resources – The project crosses the North Fork American River, which is habitat for aquatic species. It is also likely that migratory birds and their nests are in the area.
  - A Natural Environment Study (NES) will be prepared to document the presence of sensitive species and habitats, as well as define mitigation measures in order to avoid or lessen disturbances. The NES will also address the potential impacts to the spread of invasive species.
  - A Biological Assessment will be prepared to document the potential effects to the California red-legged tree frog (CRLF), consistent with Section 7 of the Endangered Species Act. Section 7 Consultation will address potential impacts to the CRLF specimens during construction and potential direct and cumulative impacts to CRLF Critical Habitat within the project area. Modification of the design or construction of the chosen bridge alternative may become part of the avoidance and minimization strategy to ensure that potential impacts to the CRLF are reduced to the greatest extent possible. The U.S. Fish & Wildlife Service (USFWS) is expected to issue a Biological Opinion for the CRLF at the completion of the consultation process.
- Geology/Soils – There will be ground disturbance and excavation to place abutments and build the new bridge. The EIR will analyze the level of ground disturbance and excavation and identify any sensitive geological resources.

- Hydrology/Water Quality – The new bridge will cross the North Fork American River and involve stream channel work. A Location Hydraulic Study and Aquatic Resources Delineation Report will be prepared. The EIR will identify the potential impact to water resources.
- Noise – There are no sensitive receptors within 1,000 feet of the project. Construction related noise could potentially affect recreational users, which will be discussed in the EIR.
- Recreation – The new bridge will be within the Auburn Recreation Area. A Section 4(f) Evaluation will be prepared for the project.
- Cultural Resources – An Area of Potential Effect (APE) map will be created and will determine the limits of the field surveys. An Historic Property Survey Report and Archaeological Survey Report will be prepared, as well as an Historic Resource Evaluation Report (HRER) to provide historic context for the project area and document historic items, if found, within the APE.
- Land Use – The project will require acquisition of right-of-way on Federal (Bureau of Reclamation and Bureau of Land Management (BLM)) land. Encroachment permits will be obtained from agencies with jurisdiction as necessary. The project will also require road closure during construction and a temporary detour will be identified.
- Wildfire – The EIR will identify potential effects to wildfire in the area. The project is expected to reduce the threat to wildfire by providing greater access for emergency and fire vehicles and an evacuation route for area residents.
- Air Quality – The project is exempt from the requirement that a conformity determination be made. There will be construction related impacts that will be discussed in the EIR.
- Hazards & Hazardous Materials – The project area is mapped by Placer County as an "Area Moderately Likely to Contain Naturally Occurring Asbestos." An Initial Site Assessment (ISA) will be conducted to identify any hazards that may occur in the project area. Testing for contaminated soils and naturally occurring asbestos will occur during the Plans, Specifications, and Estimates (PS&E) phase of the project.
- Tribal Cultural Resources – The EIR will make efforts to identify any tribal cultural resources in the area. Consultation with California Native American Tribes will consist of formal notification of the project. Avoidance, minimization, or mitigation measures will be developed should any tribal cultural resources be found within the APE. Detailed notes and minutes will be prepared to document responses, meetings, and conversations with respective tribes.

Notice of Preparation Meeting

Public outreach will be conducted to invite agencies, stakeholders, and community members to the meeting. The meeting will have project management staff on-hand to present the project and answer questions. Participants will have the opportunity to view maps and exhibits of the project and can comment on the project verbally or through provided comments cards. Meeting minutes with a summary of comments will be provided to agencies.

The NOP meeting will occur on **Thursday, February 6th from 6:00 – 8:00pm at the Placer County Facility located at 3091 County Center Drive in Auburn**.

Comment Period

The comment period will begin on February 6th and end on March 6th, 2020.

This NOP will be circulated for a 30-day period, in accordance with Section 15082 of the CEQA Guidelines. Responses to this NOP should focus on environmental issues, reasonable alternatives, and mitigation measures that the lead agency may need to explore in the draft EIR. Please include your name, the name of your organization or agency, and contact information.

Please send comments regarding this NOP to the address below or via email to: LAPerron@placer.ca.gov.

Placer County
Attn.: Laura Perron
3091 County Center Drive, Suite 220
Auburn, CA 95603

Comments must be received by Friday, March 6th, 2020.

Please find a map attached of the Yankee Jims Road Bridge Replacement Project.

Thank you,

Kevin Ordway, P.E.
Senior Civil Engineer
Public Works and Facilities

Yankee Jims
Summary of NOP Comments

Central Valley Regional Water Quality Control Board – General statements and response with information regarding regulations, the Basin Plan, and necessary permits, e.g. 401, 404.

CA State Parks – Stated that CA State Parks does not have the ability to take ownership or maintenance responsibility for the existing bridge. Other items addressed include:

- Parking – Expressed support in maximizing parking by using cut and fill placement.
- Incorporate "attractive nuisance deterrence" to discourage people from climbing and jumping from the new bridge.
- State Parks would like to work with the County to provide a concrete vault restroom at the site.
- Pathway to the river – State Parks recommends that the County develop a new pathway access if the project demolishes or buries the existing path (east side of the river and north of the road).
- Cultural, biological, and recreational concerns that will be addressed in the EIR.

CA Dept. of Fish &Wildlife – Comments on the biological resources in the area, mitigation measures, and habitat revegetation/restoration plans, which will be addressed in the EIR.

Dept. of Toxic Substances Control – Comments on Hazards and Hazardous Materials and protocols, which will be addressed in the EIR.

Native American Heritage Commission (NAHC) – Comments on AB52 Tribal Consultation, which will be initiated and addressed in the EIR. A letter received from NAHC in December 2019 stated a negative finding during a record search of the Sacred Land File. Full cultural/historical and archaeological surveys along with additional record searches will be conducted and addressed in the EIR.

United Auburn Indian Community – Stated their awareness of a Tribal Cultural Resource (TCR) in or in close proximity to the bridge replacement. Cultural/historical and archaeological surveys will be conducted and addressed in the EIR.

American Whitewater – Stated their desire to be informed on river navigability during construction and be aware of peak season, usually from March to June. Work with American Whitewater on communication and outreach plan.
Consider opportunities to improve parking and provide a hardened pedestrian trail to the river.

North Fork American River Alliance (NFARA) – Expressed support of the arch suspension bridge and the protection of the existing bridge.

Protect American River Canyons (PARC) – Shared several recommendations that include:

- Leave a tree and shrub buffer at the edge of the proposed fill area near the North Fork American River and Shirttail Creek confluence.
- Use native rocks as much as possible for retaining structures.
- Revegetation with native trees, plants, and flowers.
- Maintain or reconstruct river access trail.
- Move existing or construct a new interpretive sign (PARC can help).
- Create dedicated emergency vehicle parking.

Public Comments

- Limit encroachment of the beach at the confluence of Shirttail Creek and the North Fork American River.
- Support expressed for arch suspension bridge.
- Question about what impacts, if any, the project will have on property values. Same person also stated that they have experience on bridge construction as a grade setter.
- One person did not support the project and requested funds be used for fire clearing and fire management.

YANKEE JIMS BRIDGE REPLACEMENT
Notice of Preparation (NOP)
Public Comments
Review Period 1/27/20 – 3/6/20

Received via comment cards at the February 6, 2020 NOP meeting

Comment: Steve Fettke
The arch design looks much nicer than the girder design. It enhances the aesthetic of the old bridge. The girder deign is boring and detracts.
Please consider providing bat habitat on the new bridge.

Comment: Janet Hayes
The beach at the confluence of Shirttail Creek and the NF American is a popular site for swimming, picnicking, fishing, kayaking, and gold panning. I hope that the fill from the hillside removal has minimal encroachment and that the existing vegetation and boulders, river cobbles, are protected as much as possible. Thank you for consideration and opportunity to comment.

Comment: Marshal Moore, kayaker
I use the bridge and area for kayaking March through June (flows dependent).

Comment: Catherine O'Riley, NFARA
Please put me on your email list.
I'm all for this project due to its importance for fire control. Besides the bridge, I am against improving the dirt road on either side of the bridge beyond what the fire trucks would need.
I like your ideas of how to make the bridge and area around the bridge look its best aesthetically.

Comment: Richard Taliaferro
I live off Yankee Jims Rd., I would like to know what, if any, impact this bridge will have on property values. I am also a member of Operating Engineers local 3. I have recent experience on bridge construction as a grade setter and also served on the Weimar Applegate Colfax Municipal advisory Council, WAC-MAC.
I am interested in assisting in this project preparation.

Comment: Steffen Taylor
I do not support this project. I think the funds could better be used for fire clearing and fire management. I also think a custom made fire truck could be made just for servicing this area for a fraction of the cost. This bridge will not improve safety or quality of life for anyone living in this area.
* Fire danger caused by construction-equipment, smoking, welding.

Comment: William Wauters, Canyon Keepers
I am very impressed with the thoughtful collaboration – wish all county projects were so well thought out.
Go with suspension arch.

13 February 2020

Laura Perron
Placer County
3091 County Center Drive, Suite 220
Auburn, CA 95603

CERTIFIED MAIL
7019 0700 0002 0111 6739

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, YANKEE JIMS BRIDGE REPLACEMENT PROJECT, SCH#2020010388, PLACER COUNTY

Pursuant to the State Clearinghouse's 27 January 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Yankee Jims Bridge Replacement Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office

of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

---

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4709 or Greg.Hendricks@waterboards.ca.gov.

Greg Hendricks
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento (via email)

State of California • Natural Resources Agency
Gavin Newsom, *Governor*
DEPARTMENT OF PARKS AND RECREATION
Lisa Ann L. Mangat, *Director*
Gold Fields District
7806 Folsom Auburn Road
Folsom, CA 95630

March 6, 2020

Placer County
Attn: Laura Perron
3091 County Center Drive, Suite 220
Auburn, CA 95603

Dear Ms. Perron,

This letter includes to comments and concerns of the Gold Fields District of California State Parks regarding the Yankee Jims Bridge Replacement Project. The Gold Fields District manages Auburn State Recreation Area (ASRA) through a Managing Partner Agreement with the U.S. Bureau of Reclamation. The Yankee Jims Bridge is within ASRA and is a recreation access point for the North Fork of the American River, including river access for whitewater boating and for swimming, fishing and hiking access as well. California State Parks supports replacement of the existing bridge to retain this important river crossing for recreation access and for emergency access and evacuation. State Parks previously commented on this bridge replacement project in a letter dated August 7, 2013 during a stakeholder process the County organized regarding the project. In that letter State Parks recommended retaining the existing bridge for pedestrian use and developing a new bridge just downstream. In the 2013 letter, State Parks also identified preferences on bridge designs, recommended accommodating pedestrian and bicycle access across the new bridge and including additional parking and a concrete vault toilet to the extent feasible and allowable with the bridge replacement project.

Reasonable Alternatives

State Parks staff attended the February 6, 2020 public meeting regarding the bridge replacement project. We appreciated this thorough presentation of the project. At this meeting it was indicated that if the old bridge is retained, but no entity is able to take on maintenance of the bridge and it becomes unsafe for public use, the existing bridge could be left in place, fenced off and unavailable for pedestrian use. To be clear, State Parks does not have the resources or ability to take ownership or maintenance responsibility of the existing bridge. State Parks primary interest in retaining the existing bridge was to provide pedestrian access across the river. If the existing bridge was retained, but not maintained and eventually closed to public pedestrian use, it could become a liability and attractive nuisance as people attempt to cut through fencing or other barriers to access the bridge.

State Parks is still supportive of the option to retain the existing bridge for public pedestrian use and develop a new arch suspension bridge downstream. However, if the potential retention of the existing bridge for pedestrian use is unlikely or uncertain due to lack of an entity to accept responsibility for the existing bridge or lack of funding to

maintain the bridge to keep it open for public use, the County might consider evaluating an additional alternative for the project. A potential third alternative to consider would be removal of the existing bridge, constructing a new bridge along the alignment of the existing bridge and developing mitigation for the removal of the old bridge including an interpretive node with panels of information about the past bridges at this location. Portions of the old bridge (cable, steel members) could be incorporated into either the interpretive node or other public use features of the project (e.g. used in railing/barriers around parking). As part of this alternative, the County might consider a including a separated walkway as part of the new bridge or other means to better accommodate pedestrian access across the bridge, rather than relying solely on striped shoulders in the roadway.

Other Project Considerations

Parking

Whatever location for the new bridge is eventually adopted, State Parks supports maximizing the additional parking space that could be made available, while protecting sensitive resources, through the use and placement of fill from the necessary cuts in the embankments on either side of the river to accommodate a new bridge built to current standards. Currently, there is extremely limited parking at the Yankee Jims crossing. Additional parking would better accommodate the existing use of the site and help prevent parked vehicles from encroaching into the roadway and obstructing emergency access. State Parks would continue to charge day use fees for the area and would likely need to install a self-service fee station and signing.

Attractive Nuisance Deterrence

State Parks encourages the County to explore and incorporate options to develop climbing deterrence or resistance features on the new bridge to prevent or reduce the ability of the public to climb on and jump from the new bridge structure, including the arches. If the old bridge is retained and a new bridge developed downstream, consideration should be given to the distance between the two bridges and measures/features included to prevent or dissuade the public from attempting to jump from one bridge to the other.

Restroom Facility and Water Quality Protection

Currently State Parks provides a portable chemical toilet at the site. This portable toilet is vulnerable to damage and vandalism, including potential spill into the river. An indirect effect of the project could be accommodation of additional use at the site. State Parks would like to work with the County in providing a concrete vault restroom at the site to protect water quality of the North Fork American River. The project site work and fill could be accomplished in a manner that easily facilitates installation of a concrete vault restroom. State Parks is willing to assist in development of this facility.

Pathway to the River

Currently there is a wood stairway and constructed native material path from the road shoulder down to the river which provides access to the river for whitewater boaters, swimmers, anglers and others. If the project demolishes or buries this existing pathway, including covering it with fill, State Parks recommends the County develop a new pathway to the river, wide enough to accommodate pedestrians carrying whitewater

rafts. The County will need to determine the accessibility requirements of a new river access trail.

Additional Environmental Issues

Cultural Resources
In addition to the existing bridge itself, which may have historic value, the areas on either side of the river within the project footprint appear to include extensive cultural resources, including numerous foundations, mine adits, abutments, old bridge piers and other historic material. The potential for Native American resources is likely as well.

The project will need to survey, record and evaluate these cultural resources in compliance with NEPA, NHPA, CEQA and other applicable regulations.

Tribal Cultural Resources and Consultation
As indicated in the NOP letter, the County will be consulting with California Native American Tribes as part of the environmental review.

Biological Resources
The County NOP letter indicates a Biological Assessment will be prepared to evaluate the potential effects on the California Red-Legged Frog (CRLF). In addition to the CRLF, the confluence of Shirttail Creek and the North Fork American is a robust breeding site for Foothill Yellow-legged Frog (FYLF), now listed as a threatened species under the California Endangered Species Act. There are additional occurrences of FYLF both up- and down-stream on the North Fork American River and its tributaries. Tributaries to Shirttail Creek also provide habitat and may need to be assessed prior to any drainage work associated with road improvements. Other sensitive species that may occur in the vicinity may include, Red Hills soaproot, Sierra blue grass, western bumblebee (candidate for listing under the California Endangered Species Act) and black swift (CDFW Species of Special Concern). There may be other sensitive species in the area. As noted in the County NOP letter, the project will also consider the potential presence and habitat of other sensitive or listed plant or animal species and the potential for introduction and spread of invasive species.

Hydrology/Water Quality
As noted above, in addition to potential impacts to water quality from project construction, the County might consider indirect impacts to water quality from the project effects on recreation use.

Recreation
The project has the potential to effect existing recreational use and facilities at the site which will need to be considered in the EIR and the Section 4.f. evaluation. State Parks looks forward to working with the County to protect and enhance recreation opportunities at the site, including the provisions and recommendations for recreation use identified above. One option to address potential effects on the resources listed above may be to interpret and provide information regarding these resources and the need to protect them in the form of interpretive panels on site. State Parks can work with the County if such information and interpretation on site is determined to be needed or desirable.

The Gold Fields District appreciates this opportunity to provide comments on the project Notice of Preparation and looks forward to continuing to work with the County on this important project. If you have any questions regarding this letter, please contact Senior Parks and Recreation Specialist Jim Micheaels at (916) 988-0513 or Auburn Sector Superintendent Mike Howard at (530) 823-4173. Thank you.

Sincerely,

Jason De Wall, Northern Division Chief

Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region/Region 2
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March, 4, 2020

Laura Perron
Placer County
3091 County Center Drive, Suite 220
Auburn, CA 95603

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE YANKEE JIMS ROAD BRIDGE REPLACEMENT PROJECT (SCH NO. 2020010388)

Dear Ms. Perron:

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Yankee Jims Road Bridge Replacement Project (Project) pursuant the California Environmental Quality Act (CEQA) statute and guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that the Department, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

DEPARTMENT ROLE

The Department is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).). The Department, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, the Department provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

The Department may also act as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). The Project is likely to be subject to the Department's Lake and Streambed Alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, if the Project may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Department may issue a CESA Incidental Take Permit. The Department also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish & G. Code that afford protection to California's fish and wildlife resources.

PROJECT DESCRIPTION SUMMARY

The Project is located at the Yankee Jims Bridge where Yankee Jims Road crosses the North Fork American River, in an unincorporated area of Placer County approximately 7.5 miles southeast of Colfax, in the Auburn State Recreation Area. The Project proposes to retain the existing bridge in place for pedestrian use and construct a new bridge and roadway that approaches downstream of the existing bridge. The new bridge would include two lanes and shoulders.

The Project description in the DEIR should include the whole action as defined in the CEQA Guidelines § 15378 and should include appropriate detailed exhibits disclosing the Project area. Exhibits should include temporarily impacted areas such as equipment stage areas, spoils areas, adjacent infrastructure development, staging areas and access and haul roads if applicable.

As required by § 15126.6 of the CEQA Guidelines, the DEIR should include appropriate range of reasonable and feasible alternatives that would attain most of the basic Project objectives and avoid or minimize significant impacts to resources under the Department's jurisdiction.

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources). The Department offers the comments and recommendations presented below to assist the County of Placer (County; the CEQA lead agency) in adequately identifying and/or mitigating the Project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed Project with respect to impacts on biological resources. The Department recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the Project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. The Department recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the Project footprint, and a map that identifies the location of each habitat type. The Department recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. The Department's California Natural Diversity Database (CNDDB) may be accessed at https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data to obtain reported sightings of special-status species in the vicinity of the proposed Project.

   Please note that the Department's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site. To generate a list of species that may be present in the area of the Project site, the Department recommends that the CNDDB QuickView tool be used to list species reported within the nine-quad area around the Project location.

3. An inventory of rare, threatened, endangered, and other sensitive species known to occur within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern and California Fully Protected Species (Fish & G. Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. The DEIR should include the results of focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable. Acceptable species-specific survey

procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service, where necessary. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see https://wildlife.ca.gov/Conservation/Plants/Info).

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the Project's potential direct, indirect, and cumulative impacts on biological resources. To ensure that Project impacts on biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions caused by construction activities adjacent to natural areas.

2. An analysis of direct Project impacts on wildlife habitat including, but not limited to, vegetation removal, excavation and/or fill in wetlands or water bodies such as the North Fork American River, and potential impacts on water quality and/or flow.

3. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Conservation or Recovery Plan, or other conserved lands).

4. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and/or special-status species, open space, and adjacent natural habitats in the cumulative effects analysis.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the Project. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. *Fully Protected Species*: Several Fully Protected Species (Fish & G. Code § 3511) have the potential to occur within or adjacent to the Project area, including, but not limited to: golden eagle (*Aquila chrysaetos*), American peregrine falcon (*Falco peregrinus anatum*), and ringtail cat (*Bassariscus astutus*). Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. The Department also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. The Department recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.

3. *Habitat Mitigation*: The Department considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation, restoration, enhancement, and/or acquisition and preservation in perpetuity should be addressed.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative

losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

4. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation (if included as mitigation) should be prepared by persons with expertise in California foothill ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   The Department recommends that local seed and plant propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated as soon as possible in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project. Examples may include retention of woody material, logs, snags, rocks, and brush piles.

5. *Nesting Birds and Birds of Prey:* Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Section 3503 of the Fish & G. Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Fish & G. Code or any regulation made pursuant thereto. Section 3503.5 of the Fish & G. code states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the Fish & G. Code or any regulation adopted pursuant thereto. Section 3513 of the Fish & G. Code states that it is unlawful to take or possess

any migratory nongame bird as designated in the federal Migratory Bird Treaty Act.

The Department recommends that the DEIR include specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: scheduling removal of vegetation outside the nesting season (typically February 1 through August 31) and surveying the Project site for nests prior to starting construction. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site, such as establishing non-disturbance buffers around nests, and placement of visual barriers and/or sound walls between construction activities and the nest site. The Department recommends that pre-construction nesting surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

6. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as the sole mitigation for impacts to rare, threatened, or endangered species as these efforts are generally experimental in nature and largely unsuccessful.

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. A CESA Incidental Take Permit (ITP) may be obtained to provide coverage if the Project has the potential to result in "take" (Fish & G. Code §86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of state-listed CESA species, either through construction or over the life of the Project.

The Department encourages early consultation, as modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP or otherwise demonstrate compliance with CESA.

The CNDDB contains records of the following state-listed and candidate CESA species within the nine-quad area around the Project site: western bumblebee (*Bombus occidentalis*), foothill yellow-legged frog (*Rana boylii*), California black rail (*Laterallus jamaicensis coturniculus*), fisher (*Pekania pennanti*), and Sierra Nevada red fox (*Vulpes vulpes necator*).

Native Plant Protection Act

The Native Plant Protection Act (NPPA) (Fish & G. Code §1900 *et seq.*) prohibits the take or possession of state-listed rare and endangered plants, including any part or product thereof, unless authorized by the Department or in certain limited circumstances. Take of state-listed rare and/or endangered plants due to Project activities may only be permitted through an Incidental Take Permit (ITP) or other authorization issued by the Department pursuant to California Code of Regulations, Title 14, section 786.9 subdivision (b).

The CNDDB contains records of the following state-listed rare and endangered plant species within the nine-quad area around the Project site: Stebbins' morning-glory (*Calystegia stebbinsii*), Pine Hill flannelbush (*Fremontodendron decumbens*), Layne's ragwort (*Packera layneae*), and Scadden Flat checkerbloom (*Sidalcea stipularis*).

Lake and Streambed Alteration Program

Fish & G. Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the floodplain or riparian area of a body of water.

Upon receipt of a complete notification, the Department will determine if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. The Department may suggest ways to modify the Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. To obtain an LSA notification package, please go to https://wildlife.ca.gov/Conservation/LSA#55227761-paper-submittal. Please note that online notification submittal through the Environmental Permit Information Management System (EPIMS) will be available starting March 31, 2020, and paper notification packages will no longer be available for downloading and printing from the Department's website starting May 1, 2020, for standard notification. Please note that the specific methods and definitions used by other agencies (such as the Army Corps of

Engineers) to determine impacts to areas subject to their authorities are not always sufficient for the Department to determine the extent of impacts to fish and wildlife resources. For example, a delineation of Waters of the United States may not include areas of riparian habitat, which are important to include in a Notification of Lake or Streambed Alteration. Therefore, the Department does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting an LSA Notification.

A map or delineation of lakes, rivers, streams, and associated fish and wildlife habitat (e.g., riparian habitat, freshwater wetlands, etc.) that will be temporarily and/or permanently impacted by the proposed Project, including impacts from access and staging areas should be included with the LSA Notification.

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DEIR for the Yankee Jims Bridge Replacement Project and recommends that the County address the Department's comments and concerns in the forthcoming DEIR. Department staff are available to consult with the County.

If you have any questions regarding the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact Gabriele Quillman, Environmental Scientist at (916) 358-2955 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

Jeff Drongesen
Environmental Program Manager

ec: StateClearingHouse, state.clearinghouse@opr.ca.gov

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A Manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

February 10, 2020

Ms. Laura Perron
Placer County
3091 County Center Drive, Suite 220
Auburn, California 95603

NOTICE OF PREPARATION (NOP) FOR THE YANKEE JIMS BRIDGE REPLACEMENT DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) – DATED JANUARY 23, 2020 (STATE CLEARINGHOUSE NUMBER: 2020010388)

Dear Ms. Perron:

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation of a Draft Environmental Impact Report (EIR) for Yankee Jims Bridge Replacement.

The proposed project would construct a new bridge at a downstream location with improved roadway approaches. The new bridge would include two lanes and shoulders. The existing bridge would be re-decked and small modifications would be necessary to allow for equipment and materials to be placed on the bridge during construction.

DTSC recommends that the following issues be evaluated in the EIR Hazards and Hazardous Materials section:

1. The EIR should acknowledge the potential for project site activities to result in the release of hazardous wastes/substances. In instances in which releases may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to

Printed on Recycled Paper

DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/11/aml_handbook.pdf).

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).

4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).

5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to review the EIR. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Ms. Lora Jameson, Chief
Site Evaluation and Remediation Unit
Department of Toxic Substances Control
Lora.Jameson@dtsc.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 28, 2020

Laura Perron
Placer County
3091 County Center Drive, Suite 220
Auburn, CA 95603

Re: 2020010388, Yankee Jims Bridge Replacement Project, Placer County

Dear Ms. Perron:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

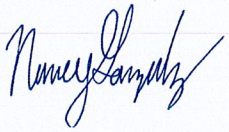
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse, Chairman
John L. Williams, Vice Chairman
Calvin Moman, Secretary
Jason Camp, Treasurer
Gabe Cayton, Council Member

February 3, 2020

Laura Perron
County of Placer
3091 County Center Dr, Suite 140
Auburn, CA 95603

Subject: NOP of Draft EIR - Yankee Jims Bridge Replacement

Dear Laura Perron,

Thank you for providing the NOP of the Draft EIR regarding the above-mentioned project. The project proposes to prepare a Historic Resource Evaluation Report (HRER). We are aware of a Tribal Cultural Resource (TCRs) in or in close proximity to the bridge replacement project and want to remind the County that Tribal values must be included in evaluating the significance of any TCRs/cultural resources, and historic properties of Native American origin in the project area. Additionally, appropriate mitigation measures of TCRs must be developed through tribal consultation.

Thank you for providing us with the notification and we look forward to providing consultation on this project.

Sincerely,

Gene Whitehouse,
Chairman

CC: Matthew Moore, UAIC Tribal Historic Preservation Officer

Theresa L. Simsiman • California Stewardship Director • 12155 Tributary Point Drive #48 • Gold River, CA 95670
916-835-1460 • theresa@americanwhitewater.org

March 6, 2020

Lori Perron
Staff Services Analyst
County of Placer
Department of Public Works
3091 County Center Drive Suite 220
Auburn, CA 95603

Dear Ms. Perron,

American Whitewater appreciates having the opportunity to provide comment on the Placer County Yankee Jim's Bridge Replacement Project, which proposes to replace Yankee Jims Bridge over the North Fork American River. We are a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources and enjoy recreating on two sections of the North Fork American River. As a result, American Whitewater has a direct interest in the outcome of the proposal to construct a new bridge, with particular interest in river access.

Mitigations for Impact on Recreational Access to the North Fork American River

As was detailed in the NOP meeting for the EIR on February 6, 2020, fill from the project would be staged and located where paddlers currently park and access the North Fork American River. This will have direct impact to recreational access to two whitewater paddling resources. The first is the take-out for the 4.8-mile Chamberlain Falls section upstream of the bridge which is an advanced Class IV whitewater resource. The second is the put-in for the 5-mile Ponderosa Way Run a novice to intermediate Class II-III section of the river downstream of the bridge.

As mitigation for the impact to these paddling resources we ask Placer County to consider the following:

1) Coordinate a meeting with American Whitewater and key stakeholders that would discuss and plan for requirements necessary on the project to address river navigability during construction.

AMERICAN WHITEWATER

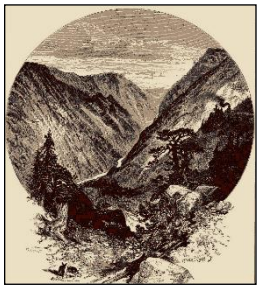
Theresa L. Simsiman • California Stewardship Director • 12155 Tributary Point Drive #48 • Gold River, CA 95670
916-835-1460 • theresa@americanwhitewater.org

2) Schedule construction to have the least disruption to river access during spring run-off which will be the peak season for boating on the North Fork American River. Usually, the months of March, April, May & June.
3) Work with American Whitewater and key stakeholders on a communication plan for required access closures during construction.
4) Upon completion of the new bridge consider opportunities to improve parking by the bridge. Provide parking spaces that are equal to or more than the parking spaces currently available.
5) Upon completion of the new bridge provide hardened pedestrian trails to the river's edge.

As the Yankee Jim's Bridge Replacement project progresses, American Whitewater looks forward to continued collaboration with Placer County and other key stakeholders.

Sincerely,

Theresa L. Simsiman
American Whitewater
California Stewardship Director



NORTH FORK
AMERICAN
RIVER
ALLIANCE
(NFARA)

P.O. Box 292
Gold Run, CA
95717
info@nfara.org
www.nfara.org

To preserve the wild, scenic, and cultural heritage within the watershed of the North Fork American River

Officers 2020

President
Jim Ricker

Vice-president
Ron Gould

Treasurer
Rick Ramos

Secretary
Catherine O'Riley

At-Large Board Members:
Heidi Johnson
Bob Suter
Judy Suter

NFARA is a non-profit 501(c)(3) organization and donations are tax deductible.

March 6, 2020

Lori Perron
Placer County Department of Public Works
3091 County Center Dr. Suite 220
Auburn, CA 95603

Re: Yankee Jims Bridge Replacement Project

Dear Lori Perron,

The North Fork American River Alliance (NFARA) is very interested in this project. Thank you for the informative NOP meeting on February 6 and for the opportunity to ask staff questions about the project. Please accept the following comments.

Our friends at Protect American River Alliance (PARC) have recently submitted comments regarding this project. We endorse PARC's comments but would like to add the following:

1) NFARA supports the Arch Suspension Bridge alternative. It is more attractive than the steel plate girder bridge and will allow construction to move faster. The replacement bridge should be as attractive as the existing bridge.

2) The existing bridge is historically significant. Please protect its historic integrity by working with the Placer County Museums Division, the Placer County Historical Society, and the California Office of Historic Places to support the inclusion of the bridge in the National Register of Historic Places.

Thank you for this opportunity to comment.

Sincerely,

Jim Ricker
President – North Fork American River Alliance
530-389-8344
e-mail: jvricker@prince-ricker.net

6 March, 2020

Lori Perron
Placer County Department of Public Works
3091 County Center Drive Suite 220
Auburn, CA 95603
530-745-7598

PARC Yankee Jims Bridge Project Comments:

1. Leave a tree and shrub buffer at the edge of the proposed fill near the confluence of Shirttail Creek and the North Fork.
2. Use native rock as much as possible to build retaining structures both on cuts and fill throughout the project area
3. Imprint the new bridge concrete abutments with a rock or historic design.
4. Revegetate with native trees, shrubs and wildflowers. There many native plant growers that feature foothill flora in our area: Soil Born, Hedgerow, Cornflower, etc.
5. Maintain/reconstruct recreation trail access on both sides of the North Fork and boater access on the Foresthill side.
6. Move existing or construct and update a new interpretive panel in the proposed parking area. (PARC can help with this.)
7. Maintain historic Yankee Jims Bridge as a pedestrian, horse and mtn. bike bridge.
8. Create dedicated emergency vehicle parking.
9. The North Fork including Yankee Jims Crossing down to Bunch Creek is a spectacular gorge that has been found eligible for Wild & Scenic designation in a 1990's BOR study. PARC and NFARA are actively working on CA W&S designation. Please maintain Wild & Scenic standards.

NOTE: Since the Colfax side of the road closure will span 1 to 1 1/2 years some accommodation will need to be made for additional recreational parking at Ponderosa Bridge Crossing. In addition to temporary recreation loss at Yankee Jims that most likely will move downriver, both commercial and private boaters will be forced to take out there during the NFk whitewater boating season.

Thank you for the opportunity to comment.

Eric Peach
PARC Conservation Chairman
530-210-5717, email: eriverpeach@gmail.com

YANKEE JIMS BRIDGE REPLACEMENT
Notice of Preparation (NOP)
Public Comments
Review Period 1/27/20 – 3/6/20

Received via comment cards at the February 6, 2020 NOP meeting

Comment: Steve Fettke
The arch design looks much nicer than the girder design. It enhances the aesthetic of the old bridge. The girder deign is boring and detracts.
Please consider providing bat habitat on the new bridge.

Comment: Janet Hayes
The beach at the confluence of Shirttail Creek and the NF American is a popular site for swimming, picnicking, fishing, kayaking, and gold panning. I hope that the fill from the hillside removal has minimal encroachment and that the existing vegetation and boulders, river cobbles, are protected as much as possible. Thank you for consideration and opportunity to comment.

Comment: Marshal Moore, kayaker
I use the bridge and area for kayaking March through June (flows dependent).

Comment: Catherine O'Riley, NFARA
Please put me on your email list.
I'm all for this project due to its importance for fire control. Besides the bridge, I am against improving the dirt road on either side of the bridge beyond what the fire trucks would need.
I like your ideas of how to make the bridge and area around the bridge look its best aesthetically.

Comment: Richard Taliaferro
I live off Yankee Jims Rd., I would like to know what, if any, impact this bridge will have on property values. I am also a member of Operating Engineers local 3. I have recent experience on bridge construction as a grade setter and also served on the Weimar Applegate Colfax Municipal advisory Council, WAC-MAC.
I am interested in assisting in this project preparation.

Comment: Steffen Taylor
I do not support this project. I think the funds could better be used for fire clearing and fire management. I also think a custom made fire truck could be made just for servicing this area for a fraction of the cost. This bridge will not improve safety or quality of life for anyone living in this area.
* Fire danger caused by construction-equipment, smoking, welding.

Comment: William Wauters, Canyon Keepers
I am very impressed with the thoughtful collaboration – wish all county projects were so well thought out.
Go with suspension arch.

Appendix B: Air Quality Emissions Model

Road Construction Emissions Model, Version 9.0.1

Daily Emission Estimates for -> Yankee Jims Bridge Replacement Project

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.99	22.36	6.13	80.40	0.40	80.00	16.97	0.33	16.64	0.03	3,113.52	0.63	0.04	3,142.44
Grading/Excavation	3.97	88.42	14.80	80.83	0.83	80.00	17.29	0.65	16.64	0.14	13,630.29	2.61	0.18	13,747.92
Drainage/Utilities/Sub-Grade	2.70	56.51	10.24	80.68	0.68	80.00	17.18	0.54	16.64	0.10	9,027.22	1.74	0.09	9,098.76
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum (pounds/day)	3.97	88.42	14.80	80.83	0.83	80.00	17.29	0.65	16.64	0.14	13,630.29	2.61	0.18	13,747.92
Total (tons/construction project)	1.29	28.59	4.88	29.08	0.28	28.80	6.21	0.22	5.99	0.05	4,420.39	0.85	0.06	4,458.19

Notes:

Project Start Year ->	2024
Project Length (months) ->	36
Total Project Area (acres) ->	133
Maximum Area Disturbed/Day (acres) ->	8
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	760	16
Grading/Excavation	8	3	30	30	1,960	16
Drainage/Utilities/Sub-Grade	0	0	0	0	1,560	8
Paving	0	0	0	0	0	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Yankee Jims Bridge Replacement Project

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.02	0.45	0.12	1.61	0.01	1.60	0.34	0.01	0.33	0.00	62.27	0.01	0.00	57.02
Grading/Excavation	1.11	24.76	4.14	22.63	0.23	22.40	4.84	0.18	4.66	0.04	3,816.48	0.73	0.05	3,492.17
Drainage/Utilities/Sub-Grade	0.16	3.39	0.61	4.84	0.04	4.80	1.03	0.03	1.00	0.01	541.63	0.10	0.01	495.26
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum (tons/phase)	1.11	24.76	4.14	22.63	0.23	22.40	4.84	0.18	4.66	0.04	3816.48	0.73	0.05	3,492.17
Total (tons/construction project)	1.29	28.59	4.88	29.08	0.28	28.80	6.21	0.22	5.99	0.05	4420.39	0.85	0.06	4,044.45

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Appendix C: Site Photographs

Representative Photograph 1. North Fork of the American River and associated riparian habitat within the BSA, facing south just downstream of Yankee Jims Road bridge (April 2020).



Representative Photograph 2. Yankee Jims Road bridge from an aerial view, facing northeast (February 2020).



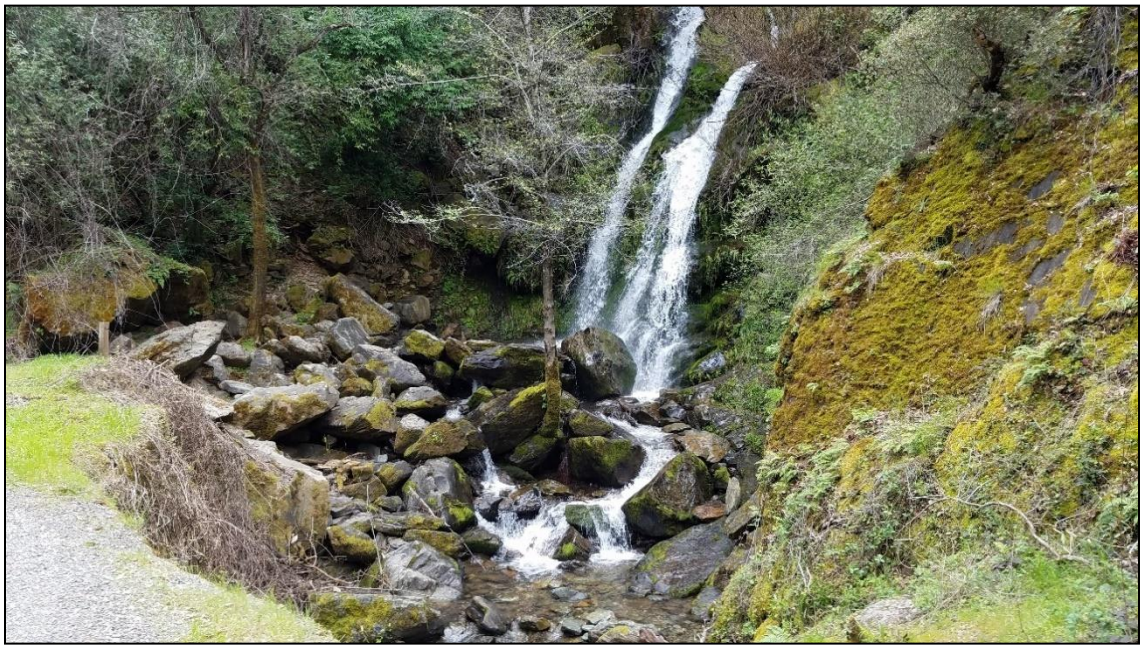
Representative Photograph 3. Representative of the banks of the North Fork of the American River, facing east (February 2020).



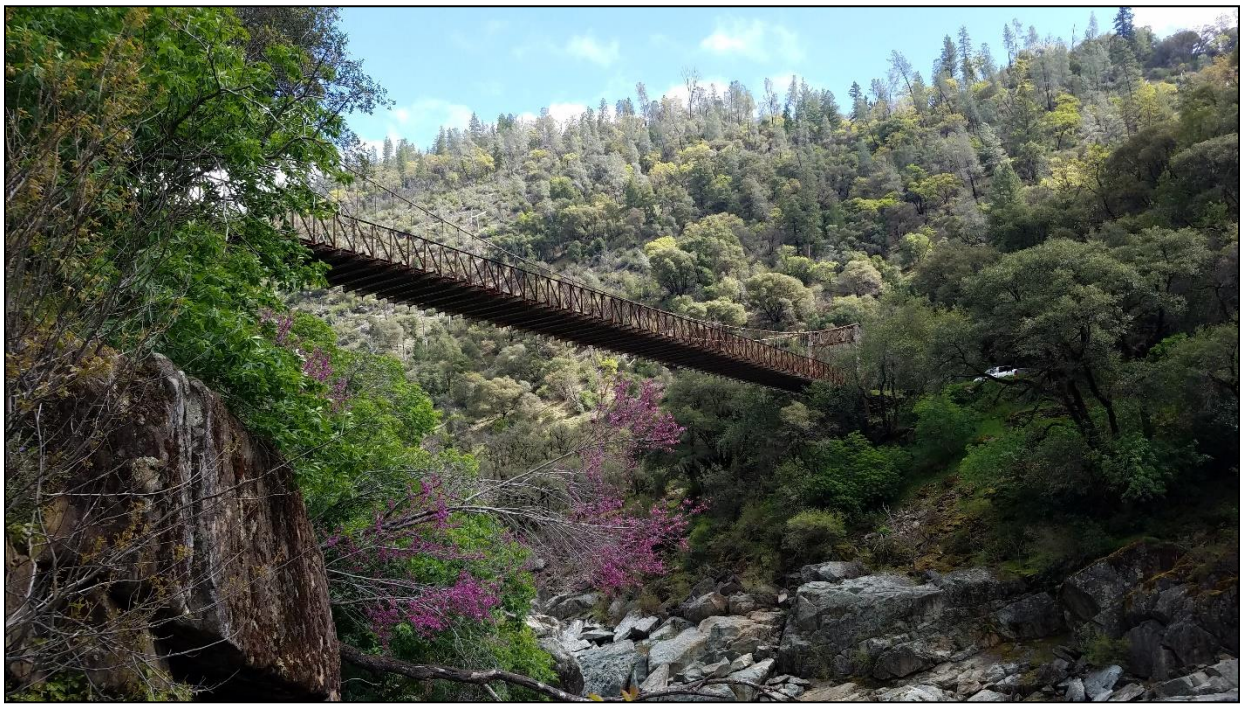
Representative Photograph 4. Montane riparian habitat on the east side of the bridge, facing east (April 2020).



Representative Photograph 5. One of the ephemeral drainages along Yankee Jims Road, facing north (April 2020).



Representative Photograph 6. Representative of montane hardwood communities at higher elevations within the BSA, facing northeast (April 2020).



Appendix D: CNDDB, USFWS, and CNPS Special Status Species Database Results

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Colfax (3912018) OR Foresthill (3912017) OR Lake Combie (3912111) OR Chicago Park (3912028) OR Greenwood (3812088) OR Georgetown (3812087))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
black swift *Cypseloides niger*	ABNUA01010	None	None	G4	S3	SSC
Brandegee's clarkia *Clarkia biloba ssp. brandegeeae*	PDONA05053	None	None	G4G5T4	S4	4.2
brownish beaked-rush *Rhynchospora capitellata*	PMCYP0N080	None	None	G5	S1	2B.2
Butte County fritillary *Fritillaria eastwoodiae*	PMLIL0V060	None	None	G3Q	S3	3.2
California black rail *Laterallus jamaicensis coturniculus*	ABNME03041	None	Threatened	G3T1	S2	FP
California red-legged frog *Rana draytonii*	AAABH01022	Threatened	None	G2G3	S2S3	SSC
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G4	S4	SSC
dubious pea *Lathyrus sulphureus var. argillaceus*	PDFAB25101	None	None	G5T1T2Q	S1S2	3
Fisher *Pekania pennanti*	AMAJF01020	None	None	G5	S2S3	SSC
foothill yellow-legged frog - north Sierra DPS *Rana boylii pop. 3*	AAABH01053	None	Threatened	G3T2	S2	
foothill yellow-legged frog - south Sierra DPS *Rana boylii pop. 5*	AAABH01055	Endangered	Endangered	G3T2	S2	
gold rush hanging scorpionfly *Orobittacus obscurus*	IIMEC07010	None	None	G1	S1	
Layne's ragwort *Packera layneae*	PDAST8H1V0	Threatened	Rare	G2	S2	1B.2
Nissenan manzanita *Arctostaphylos nissenana*	PDERI040V0	None	None	G1	S1	1B.2
North American porcupine *Erethizon dorsatum*	AMAFJ01010	None	None	G5	S3	
obscure bumble bee *Bombus caliginosus*	IIHYM24380	None	None	G2G3	S1S2	
oval-leaved viburnum *Viburnum ellipticum*	PDCPR07080	None	None	G4G5	S3?	2B.3
Parry's horkelia *Horkelia parryi*	PDROS0W0C0	None	None	G2	S2	1B.2
Red Hills soaproot *Chlorogalum grandiflorum*	PMLIL0G020	None	None	G3	S3	1B.2

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Scadden Flat checkerbloom *Sidalcea stipularis*	PDMAL110R0	None	Endangered	G1	S1	1B.1
Sierra arching sedge *Carex cyrtostachya*	PMCYP03M00	None	None	G2	S2	1B.2
Sierra blue grass *Poa sierrae*	PMPOA4Z310	None	None	G3	S3	1B.3
spiny rhyacophilan caddisfly *Rhyacophila spinata*	IITRI19080	None	None	G1G2	S3	
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T3	S3	
Van Zuuk's morning-glory *Calystegia vanzuukiae*	PDCON040Q0	None	None	G2Q	S2	1B.3
western bumble bee *Bombus occidentalis*	IIHYM24252	None	Candidate Endangered	G3	S1	
western pearlshell *Margaritifera falcata*	IMBIV27020	None	None	G5	S1S2	
western pond turtle *Emys marmorata*	ARAAD02030	None	None	G3G4	S3	SSC

Record Count: 28

United States Department of the Interior

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

In Reply Refer To:
Project Code: 2022-0042608
Project Name: Yankee Jims Road

October 16, 2023

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

To Whom It May Concern:

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

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

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

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

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

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

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

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

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

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2022-0042608
Project Name: Yankee Jims Road
Project Type: Bridge - Replacement
Project Description: A bridge replacement project over the North Fork of the American River.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.07380213234953,-120.96380989970287,14z



Counties: Placer County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

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

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

---

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

BIRDS

NAME	STATUS
California Spotted Owl *Strix occidentalis occidentalis* Population: Sierra Nevada No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7266	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Layne's Butterweed *Senecio layneae*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4062

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

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

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

CNPS California Native Plant Society

Inventory of Rare and Endangered Plants

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

23 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3912028, 3912111, 3912018 3812088 and 3812087;

Modify Search Criteria Export to Excel Modify Columns Modify Sort Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Allium sanbornii var. congdonii	Congdon's onion	Alliaceae	perennial bulbiferous herb	Apr-Jul	4.3	S3	G4T3
Allium sanbornii var. sanbornii	Sanborn's onion	Alliaceae	perennial bulbiferous herb	May-Sep	4.2	S3S4	G4T3T4
Arctostaphylos nissenana	Nissenan manzanita	Ericaceae	perennial evergreen shrub	Feb-Mar(Jun)	1B.2	S1	G1
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	4.3	S3	G3
Calystegia stebbinsii	Stebbins' morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jul	1B.1	S1	G1
Calystegia vanzuukiae	Van Zuuk's morning-glory	Convolvulaceae	perennial rhizomatous herb	May-Aug	1B.3	S2	G2Q
Carex cyrtostachya	Sierra arching sedge	Cyperaceae	perennial herb	May-Aug	1B.2	S2	G2
Ceanothus fresnensis	Fresno ceanothus	Rhamnaceae	perennial evergreen shrub	May-Jul	4.3	S4	G4
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	May-Jun	1B.2	S3	G3
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	May-Jul	4.2	S4	G4G5T4
Claytonia parviflora ssp. grandiflora	streambank spring beauty	Montiaceae	annual herb	Feb-May	4.2	S3	G5T3
Cordylanthus tenuis ssp. brunneus	serpentine bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jul-Aug	4.3	S3	G4G5T3
Eriogonum tripodum	tripod buckwheat	Polygonaceae	perennial deciduous shrub	May-Jul	4.2	S4	G4
Eryngium jepsonii	Jepson's coyote thistle	Apiaceae	perennial herb	Apr-Aug	1B.2	S2?	G2?
Fritillaria eastwoodiae	Butte County fritillary	Liliaceae	perennial bulbiferous herb	Mar-Jun	3.2	S3	G3Q
Horkelia parryi	Parry's horkelia	Rosaceae	perennial herb	Apr-Sep	1B.2	S2	G2
Lathyrus sulphureus var. argillaceus	dubious pea	Fabaceae	perennial herb	Apr-May	3	S1S2	G5T1T2Q
Lilium humboldtii ssp. humboldtii	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	4.2	S3	G4T3

Packera layneae	Layne's ragwort	Asteraceae	perennial herb	Apr-Aug	1B.2	S2	G2
Poa sierrae	Sierra blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	1B.3	S3	G3
Rhynchospora capitellata	brownish beaked-rush	Cyperaceae	perennial herb	Jul-Aug	2B.2	S1	G5
Sidalcea stipularis	Scadden Flat checkerbloom	Malvaceae	perennial rhizomatous herb	Jul-Aug	1B.1	S1	G1
Viburnum ellipticum	oval-leaved viburnum	Adoxaceae	perennial deciduous shrub	May-Jun	2B.3	S3?	G4G5

Suggested Citation

California Native Plant Society, Rare Plant Program. 2021. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 07 April 2021].

Search the Inventory
Simple Search
Advanced Search
Glossary

Information
About the Inventory
About the Rare Plant Program
CNPS Home Page
About CNPS
Join CNPS

Contributors
The Calflora Database
The California Lichen Society
California Natural Diversity Database
The Jepson Flora Project
The Consortium of California Herbaria
CalPhotos

Questions and Comments
rareplants@cnps.org

© Copyright 2010-2018 California Native Plant Society. All rights reserved.

Appendix E: FEMA Firmette Map

National Flood Hazard Layer FIRMette

FEMA

120°54'28"W 39°2'36"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

120°53'50"W 39°2'8"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/17/2020 at 4:55 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.