



DRAFT Initial Study Negative Declaration

Bridgeport Covered Bridge Rehabilitation, Restoration and Accessibility Project



May 2017

State of California
California State Parks
Sierra District

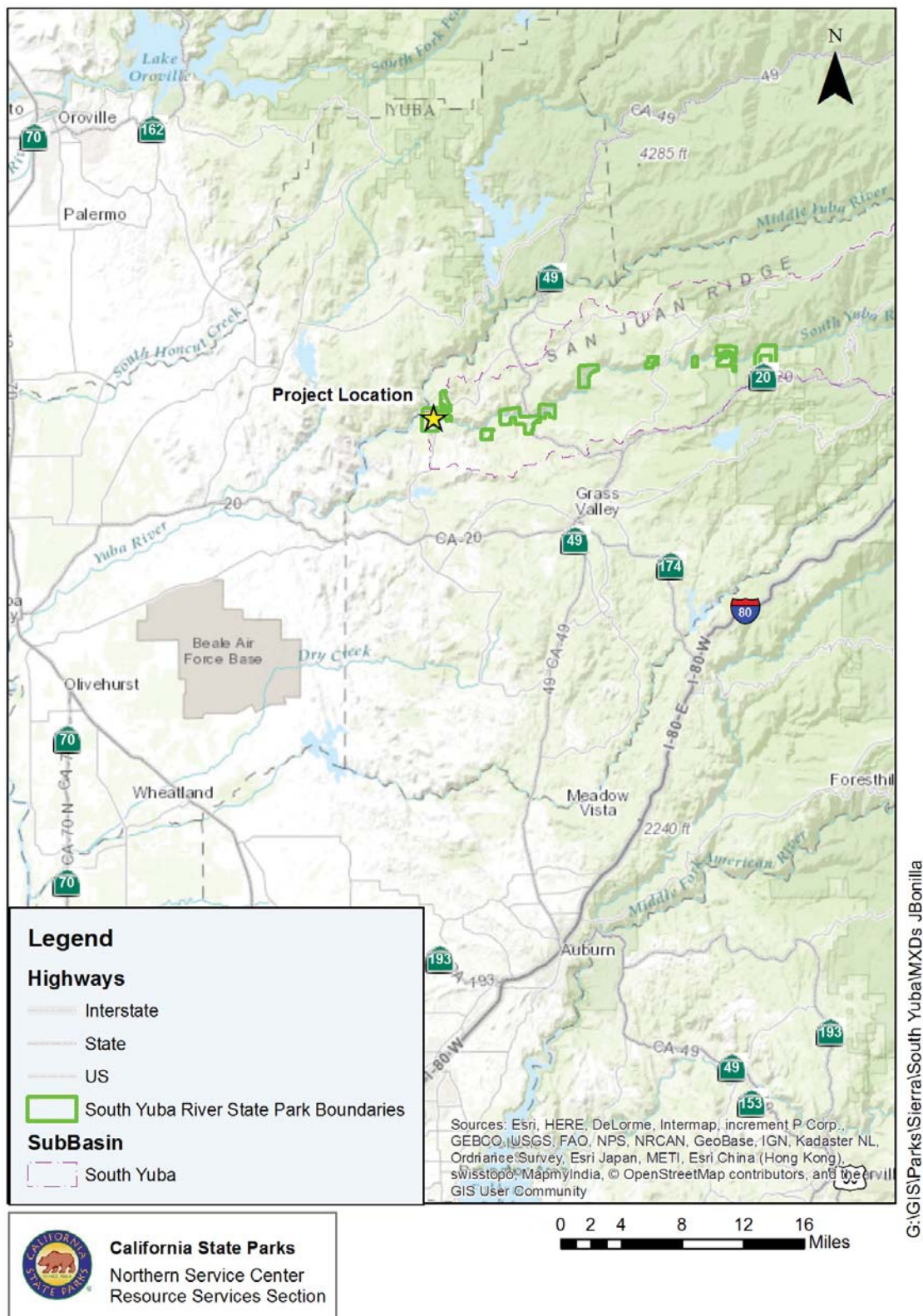


Figure 1: Area Map of the Project Location

NEGATIVE DECLARATION

PROJECT: **BRIDGEPORT COVERED BRIDGE REHABILITATION AND RESTORATION PROJECT**

LEAD AGENCY: California State Parks

AVAILABILITY OF DOCUMENTS: The Initial Study for this Negative Declaration is available for review at:

Sierra District
California State Parks
P.O. Box 266
Tahoma, CA 96142-0266

Northern Service Center
One Capitol Mall, Suite 410
Sacramento, California 95814

Internet Address: <http://www.parks.ca.gov/CEQA Notices>

PROJECT DESCRIPTION:

California State Parks proposes to rehabilitate and restore the historic Bridgeport Covered Bridge at South Yuba River State Park in Nevada County, California.

A copy of the Initial Study is attached; questions or comments regarding this Initial Study/ Negative Declaration may be addressed to:

Brad Michalk
California State Parks
Northern Service Center
One Capitol Mall, Ste. 410
Sacramento, California 95814
Email: CEQANSC@parks.ca.gov
Fax: 916-445-8883

Submissions must be in writing and postmarked or received by fax or email no later than June 5, 2017. The originals of any faxed document must be received by regular mail within ten working days following the deadline for comments, along with proof of successful fax transmission. Email or fax submissions must include full name and address. All comments will be included in the final environmental document for this project and become part of the public record.

Pursuant to Section 21082.1 of the California Environmental Quality Act, California State Parks has independently reviewed and analyzed the Initial Study and Draft Negative Declaration for the proposed project and finds that these documents reflect the independent

judgment of California State Parks. California State Parks, as lead agency, also confirms that the project requirements and mitigation measures detailed in these documents are feasible and will be implemented as stated in the Negative Declaration.



Lori Murchison
Chief Northern Service Center
California State Parks

5.2.17
Date



Brad Michalk
Supervising Environmental Coordinator
Northern Service Center
California State Parks

05/02/17
Date

TABLE of CONTENTS

Chapter/Section

Page

Table of Contents

CHAPTER 1	7
INTRODUCTION	7
1.1 Introduction and Regulatory Guidance	7
1.2 Lead Agency	7
1.3 Purpose and Document Organization	8
1.4 Summary of Findings	8
PROJECT DESCRIPTION	10
2.1 Introduction	10
2.2 Project Location	10
2.3 Project Background	10
2.4 Need for the project	11
2.5 Project Objectives	11
2.6 Project Description	11
2.7 Project Requirements	14
2.8 Project Implementation	20
2.9 Consistency with Local Plans and Policies	21
2.10 Discretionary Approvals	22
2.11 Related Projects	22
CHAPTER 3	23
I. AESTHETICS	25
II. AGRICULTURAL and FOREST RESOURCES	27
III. AIR QUALITY	29
IV. BIOLOGICAL RESOURCES	33
V. CULTURAL RESOURCES	44
VI. GEOLOGY AND SOILS	62
VII. GREENHOUSE GAS EMISSIONS	66
VIII. HAZARDS AND HAZARDOUS MATERIALS	69
IX. HYDROLOGY AND WATER QUALITY	73
X. LAND USE AND PLANNING	79
XI. MINERAL RESOURCES	81
XII. NOISE	82
XIII. POPULATION AND HOUSING	85
XIV. PUBLIC SERVICES	86
XV. RECREATION	89
XVI. TRANSPORTATION/TRAFFIC	92
XVII. UTILITIES AND SERVICE SYSTEMS	95
CHAPTER 4	97
MANDATORY FINDINGS OF SIGNIFICANCE	97
CHAPTER 5	99
SUMMARY OF MITIGATION MEASURES	99
REFERENCES	100

REPORT PREPARATION	110
---------------------------------	------------

List of Figures

Figure 1: Area Map of the Project Location	2
Figure 2: Project Location Regional Map	10
Figure 3: Bridgeport Bridge with Temporary Stabilization Frame	25
Figure 4: Asphalt road leading to Bridge	58
Figure 5 –1997 Bridge Siding.....	58
Figure 6: South Yuba River at Jones Bar.....	73
Figure 7: Yuba River Watershed Sub-Basins.....	74
Figure 8: FEMA Map of Project Site.....	74
Figure 9: Construction Equipment Noise Levels	83

List of Tables

Table 1: Project Requirements	14
Table 2: Air Quality Attainment Status	30
Table 3: Nevada City 3.4 NNW Precipitation Station	73

Appendices

- A Maps**
- B Project Plans**
- C Sensitive Species List**
- D Acronyms & Definitions**

CHAPTER 1

INTRODUCTION

1.1 Introduction and Regulatory Guidance

The Initial Study/Negative Declaration (IS/ND) was prepared by California State Parks (CSP) to evaluate the potential environmental effects of the proposed rehabilitation and restoration of the historic Bridgeport Covered Bridge (Bridge) at South Yuba River State Park (SYRSP), Nevada County, California. This document was prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code (PRC) §21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 *et seq.*

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines §15063(a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines that revisions in the project plans or proposals made by or agreed to by the applicant mitigate the potentially significant effects to a less-than-significant level, a Negative Declaration may be prepared instead of an EIR [CEQA Guidelines §15070(b)]. The lead agency prepares a written statement describing the reasons a proposed project would not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/ND conforms to the content requirements under CEQA Guidelines §15071.

1.2 Lead Agency

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is CSP. For questions or comments regarding this Initial Study/Negative Declaration, please contact:

Brad Michalk
California State Parks
Northern Service Center
One Capitol Mall, Ste. 410
Email: CEQANSC@parks.ca.gov
Fax: 916-445-8883

Submissions must be in writing and postmarked or received by fax or email no later than June 5, 2017. The originals of any faxed document must be received by regular mail within ten (10) working days following the deadline for comments, along with proof of successful fax transmission. Email or fax submissions must include full name and address. All comments will be included in the final environmental document for this project and become part of the public record.

1.3 Purpose and Document Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed rehabilitation of the historic Bridge at SYRSP, in Nevada County. Mitigation measures and project requirements have also been incorporated into the project to eliminate any potentially significant impacts or reduce them to a less-than-significant level.

This document is organized as follows:

- Chapter 1 - Introduction.

This chapter provides an introduction to the project and describes the purpose and organization of this document.

- Chapter 2 - Project Description.

This chapter describes the reasons for the project, scope of the project, project objectives and project requirements.

- Chapter 3 - Environmental Setting, Impacts, and Mitigation Measures.

This chapter identifies the significance of potential environmental impacts, explains the environmental setting for each environmental issue, and evaluates the potential impacts identified in the CEQA Environmental (Initial Study) Checklist. Mitigation measures are incorporated, where appropriate, to reduce potentially significant impacts to a Less than Significant level.

- Chapter 4 - Mandatory Findings of Significance.

This chapter identifies and summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impact to humans, as identified in the Initial Study.

- Chapter 5 - Summary of Mitigation Measures.

This chapter summarizes the mitigation measures incorporated into the project as a result of the Initial Study.

- Chapter 6 - References.

This chapter identifies the references and sources used in the preparation of this IS/ND.

- Chapter 7 - Report Preparation

This chapter provides a list of those involved in the preparation of this document.

1.4 Summary of Findings

Chapter 3 of this document contains the Environmental (Initial Study) Checklist that identifies the potential environmental impacts (by environmental issue) and a brief discussion of each impact resulting from implementation of the proposed project.

Based on the IS and supporting environmental analysis provided in this document, the proposed Bridge rehabilitation project would have No Impact on: agricultural resources, greenhouse gas, land use and planning, mineral resources, recreation, population and housing, public services, and utilities and service systems. In addition, the proposed

project would have a Less than Significant Impact on: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation/traffic.

In accordance with §15064(f) of the CEQA Guidelines, a ND shall be prepared if the proposed project will not have a significant effect on the environment after the inclusion of mitigation measures in the project. Based on the available project information and the environmental analysis presented in this document, there is no substantial evidence that, after the incorporation of mitigation measures, the proposed project would have a significant effect on the environment.

CHAPTER 2

PROJECT DESCRIPTION

2.1 Introduction

This Initial Study/Negative Declaration (IS/ND) has been prepared by CSP to evaluate the potential environmental effects of the proposed rehabilitation of the historic Bridge at SYRSP, located in Nevada County, California. The proposed project would remove the existing temporary stabilizing structure installed as an emergency repair in 2014, and rehabilitate the bridge to make it safe for visitor use.

2.2 Project Location

The Bridge is located in SYRSP within the unincorporated community of Bridgeport; approximately 10 miles Northwest of Nevada City, CA. The project is located at: Township 17N, Range 7E, SE 1/4 of NW 1/4 of Section 33, Mount Diablo Base Meridian, USGS 7.5' French Corral, CA Quadrangle

2.3 Project Background

The historic Bridge was constructed in 1862 to serve miners travelling from San Francisco and the Central Valley to gold mines in Nevada County, CA. The Bridge remained in private ownership until 1901 when Nevada County assumed ownership of the bridge and declared it a free and public highway. In 1918, when the state authorized the construction of the new state highway system, including Highway 49, use of the Bridge as a transportation corridor diminished; though it remained open as part of a local road. Cars were allowed to cross the Bridge until 1972 when Nevada County condemned two acres surrounding the Bridge. At that time, the County constructed a new concrete bridge structure to bypass the historic Bridge. In 1978 CSP began acquiring property for the creation of a new State Park (SYRSP) along the South Yuba River. By the mid-1980s CSP acquired a few hundred-acres of land, including the historic Bridge, from the non-profit group Sierra Challenge (California State Parks 1997).

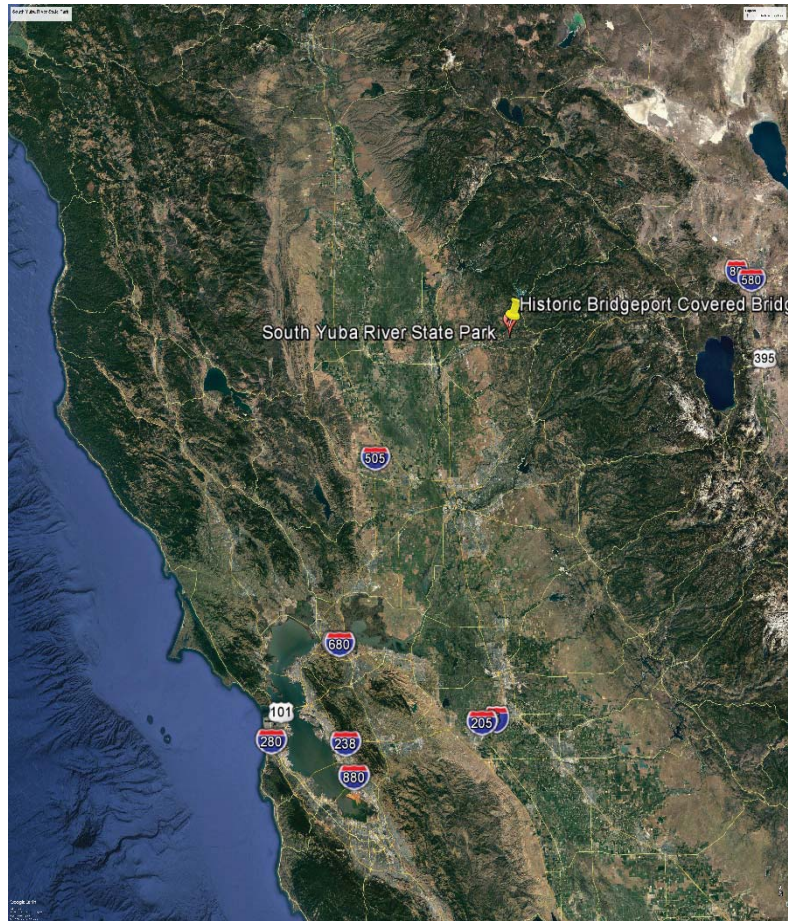


Figure 2: Project Location Regional Map

In 2014, CSP hired a timber testing laboratory to conduct an inspection of the Bridge for structural damage involving the wooden timbers. The inspection determined the Bridge was unstable and required immediate stabilization to prevent imminent collapse. The report findings revealed the Bridge succumbed to advanced decay and structural member failure such that CSP closed public access to the structure. At that time, emergency repairs were performed to temporarily stabilize the Bridge. The resulting design was a two steel I-beam tower system reinforced by threaded tension rod support. The two (2) steel I-beam towers were installed on existing non-historic footings under the bridge. Both steel I-beam towers were further supported by two (2) 1-inch steel threaded rods attached to opposite sides of both towers for additional stabilization support. The 40-foot steel threaded rods were each connected to deadman anchors buried adjacent to the bridge.

2.4 Need for the project

The over 150-year-old structure has succumbed to advanced decay and structural member failure such that it has been closed to the public. The imminent danger of collapse poses a direct threat to public safety and risks the loss of an invaluable historical resource at SYRSP. CSP would like to restore full access to the Bridge by replacing the existing temporary support with a permanent stabilization design, and by providing accessibility improvements. Accessibility improvements are needed to comply with Americans with Disabilities Act (ADA) guidelines. Additionally, the Bridge is listed as a resource on the National Register of Historic Places (NRHP) and requires replicated in-kind replacement to maintain consistency with the Secretary of the Interior's Standards for Restoration.

2.5 Project Objectives

The intent of the proposed project is to perform necessary repairs to remove the temporary non-historic Bridge stabilization features, allow access to the public, and to preserve the Bridge for the enjoyment of future generations. Rehabilitation of the Bridge is in-line with CSP's mission to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

2.6 Project Description

This undertaking proposes to rehabilitate the historic Bridge in an effort to restore and preserve the resource for future generations. The project has been designed for consistency with the Secretary of the Interior's Standards for Restoration.

Bridge rehabilitation work includes removal of existing, non-historic, stabilization structures, addition of permanent stabilization measures replicated in-kind, and accessibility improvements. All visible elements of the existing temporary stabilization structure will be removed to maintain consistency with the Secretary of the Interior's Standards for Restoration. A total of five (5) temporary Bridge shoring structures are required to stabilize the Bridge for the duration of construction. The project consists of the following elements:

Abutments

- Install a temporary Bridge shoring structure at each bridge abutment (for a total of 2). The Bridge abutment shoring towers will have a footprint of 10 feet by 14 feet and are designed to sit on the existing slope. Excavation is not required since the shoring structures are designed to sit on the disturbed portion of the river bank just below the bridge abutment.
- Abutment modification will include installation of a 12-inch-high concrete stem-wall on top of the existing non-historic concrete/rock veneer wall that was added in 1972.
- Five (5), 9-inch diameter steel cased concrete-filled micropiles will be drilled through a newly constructed concrete stem-wall and existing concrete wall on the North abutment; extending approximately 8-feet into the bedrock. The five (5) micropiles will also be drilled through the south abutment extending 25-feet into the bedrock. The micropiles will be drilled using a drill rig parked on the bridge approach and a boom-mounted rotary drill to extend the drill into existing concrete abutments. The boom arm extension is essential to keeping the added weight of the drill rig away from the shored bridge structure. The drilling technique produces a lower level of vibration than driven piles, essential to protecting the existing historic structure. The abutment modifications will not impact the original historic rock walls which run parallel to the bank on both sides of existing abutments.

Bridge Structure

- Install three (3) temporary Bridge shoring structures to support the Bridge for the duration of construction. The footprint of each shoring structure is 10-feet by 14-feet and will require a level foundation. To create the level foundation, a portion of the floodplain will be excavated and backfilled with pea gravel. Approximately 70 cubic-feet (2.59 cubic-yards) of floodplain material (the dimension of a single shoring tower footprint multiplied by a depth of 6 inches) will be excavated and then backfilled with approximately 70 cubic-feet (2.59 cubic-yards) of 3/8-inch pea gravel. A total of 210 cubic -feet (7.78 cubic-yards) of floodplain material will be excavated for installation of the temporary shoring towers and temporarily backfilled with pea gravel. Box cribbing will be placed above the pea gravel to support the shoring structure. Helical anchors for shoring tower support would be installed using a rubber tire skid steer with auger attachment. Water diversion is not proposed as part of this project. Additionally, construction will not encroach into the low-flow channel of the river at any time.
- Install new steel frames inside the structure at both North and south entrances of the Bridge structure. The steel frames will be concealed by new top and bottom chord wooden construction such that they will not be visible from the perspective of pedestrian Bridge traffic. The steel frames will strengthen the Bridge structure while retaining the historical look and feel of original bridge.
- Remove and replace in kind damaged Bridge trusses, bolster beams, roof and roof structure, floor decking, roof and wall shingles.
- Remove and replace cast iron tension rods with galvanized steel rods finished to match original. The rods extend from the bottom chord to the top cord, connecting the arch truss to top and bottom Bridge sections. A total of 52 rods

and associated hardware will be replaced including galvanized square nuts and plates to match original look. Only the 4 existing original rod assemblies located immediately adjacent to the North and south entrances will remain in place.

ADA Accessibility Improvements

- Sawcut and remove an approximately 1,100 square foot area of existing asphalt pavement, and pour 6 inches of concrete over 4-inches of aggregate base rock, and install two (2) accessible parking spaces in front of the existing access to the south side of bridge.
- Reconstruct an existing accessible path between the accessible parking spaces and the bridge; the existing asphalt will be replaced with a compacted and stabilized soil surface.
- Install a flush transition of 4-inch-deep compacted stabilized aggregate base to both the North and south Bridge entrances.
- Install a 4-feet wide by 232 feet-long mobi-mat® on the bridge deck to cover the 3/8-inch gap between the bridge deck members to improve accessibility and provide independent access to wood platforms (approximately 3-inches in height) which will allow visitors a view from 4 existing window locations. The mobi-mat® is removable and does not exceed bridge loading capacity or permanently impact historic fabric.

Project Demobilization

- Remove all temporary Bridge shoring structures.
- Remove all visible elements of the temporary stabilization project (including wire rope, steel frame and connections, and the four concrete dead-man anchors, which will be removed to just below the surface of the ground on previously disturbed areas.
- Restore the river access routes back to their original pre-project condition.
- Install appropriate post-project Best Management Practices (BMPs) as needed.

Sequencing and Schedule

- Duration: Construction will occur between the months of June to November when water flow in the river is expected to be at its lowest.
- Phasing of construction: There will be only a single phase/season of construction.
- Order of Work:
 - a. Install Temporary Shoring
 - b. Abutment Modifications
 - c. Bridge Structure Rehabilitation
 - d. Removal of Temporary Stabilization Structures and Components

Work windows: The daily work schedule will be between the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. If needed, weekend work will be conducted during the same time frame.

2.7 Project Requirements

Under CEQA, CSP has the distinction of being considered a lead agency, a public agency that has a primary responsibility for carrying out or approving a project and for implementing CEQA; a responsible agency, a public agency other than the lead agency that has responsibility for carrying out or approving a project and for complying with CEQA; and a trustee agency, a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people for the State of California. With this distinction comes the responsibility to ensure that actions that protect both cultural and natural resources are always incorporated into all projects. Therefore, CSP has created a list of Project Requirements that are included in project design to reduce impacts to resources.

CSP has developed a list of Standard Project Requirements (SPR) that are actions that have been standardized statewide for the use of avoiding project-related impacts to the environment. From this list, SPRs are assigned, as appropriate, to all projects.

CSP also makes use of Project Specific Requirements (PSR). These are project requirements that are developed to address project impacts for projects that have unique issues; they would not typically be standardized for projects statewide.

Table 1: Project Requirements	
Element/Title	Requirement
SPR AIR 1	Air Quality
	All active construction areas will be watered at least twice daily during dry, dusty conditions.
	All trucks hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard.
	All equipment engines will be maintained in good condition, in proper tune (according to manufacturer's specifications), and in compliance with all State and federal requirements.
	Excavation and grading activities will be suspended when sustained winds exceed 25 mph, instantaneous gusts exceed 35 mph, or dust from construction might obscure driver visibility on public roads.
	Earth or other material that has been transported onto paved streets by trucks, construction equipment, erosion, or other project-related activity will be promptly removed.
SPR BIO 1	Special Status Plant Species
	Surveys for special status plant species with a potential to occur in the project area will be conducted during the appropriate blooming periods or when identity can be confirmed. All occurrences of special status plant species within the project areas will be recorded on project maps, flagged or otherwise identified on the ground. Where possible, occurrences of all special status plants

	<p>will be avoided and protected from construction activities. Those locations where special status plants cannot be avoided will be subject to the following conditions:</p> <p><u>Perennial Species</u></p> <ul style="list-style-type: none"> • Prior to construction plants will be carefully excavated and transplanted nearby in suitable habitat. All transplant work will be conducted under the direction of a CSP Environmental Scientist or CSP-approved biologist. • Transplanting will occur during the dormant growing season (i.e. late fall) when the plants are least disturbed and when they can be watered by winter precipitation. <p><u>Annual Species</u></p> <ul style="list-style-type: none"> • Seeds from annual special status plant species will be collected during the appropriate season and properly stored prior to ground disturbing activities. Seeds will be sown during the appropriate season in suitable locations identified by a CSP Environmental Scientist.
SPR BIO 2	Northern Western Pond Turtle
	<p>Prior to the start of construction, a CSP Environmental Scientist or CSP-approved biologist will conduct a training session for all construction personnel involved with the project. At a minimum, the training will include a description of this species and its' habitat and the measures that will be implemented to protect this species. The training session will include instruction in the appropriate protocol to follow in the event a pond turtle is encountered or found on-site. Handouts with photos of this species will be provided to construction personnel.</p> <p>Before any ground-disturbing construction activities begin, a CSP Environmental Scientist or CSP-approved biologist familiar with Northern Western pond turtle will conduct surveys for this species to determine the presence of this species within the project site. If juvenile or adult turtles are found on the project site, then individuals will be removed and released in a suitable location outside the project site by the CSP Environmental Scientist or CSP-approved biologist.</p> <p>At the discretion of the CSP Environmental Scientist or CSP-approved biologist periodic monitoring may be conducted to insure that no turtles inhabit work areas.</p>
PSR BIO 3	Bald Eagle, Other Raptors and Migratory Birds
	<p>If construction-related activities exceeding ambient noise levels are conducted between February 1 and August 31 then focused surveys for nesting migratory bird and raptor species will be conducted by a CSP Environmental Scientist or CSP-approved</p>

	<p>biologist before construction activities occur in these months to identify active nests.</p> <p>Surveys for active raptor nests will be conducted within a 500-foot radius of the project area (660 feet for bald eagle) no more than 7 days prior to the beginning of construction. If nesting raptors are found, no construction activities will occur within a 500-foot radius of the nest tree (660 feet for bald eagle) until the young have fledged and the young will no longer be impacted by project activities, as determined by the CSP Environmental Scientist or CSP-approved biologist.</p> <p>Surveys for active migratory bird nests will be conducted within a 150-foot radius of the project no more than 7 days prior to the beginning of construction. If active nests are located, no construction activities will occur within a 150-foot radius of the nest tree until the young have fledged and the young will no longer be impacted by project activities, as determined by the CSP-approved biologist.</p>
PSR BIO 4	Invasive Weed Prevention
	<p>Before initial entry into the work site (or re-entry if used on another project) all heavy equipment shall be steamed cleaned to inhibit the spread of exotic species. All vehicles, heavy equipment, and tools must be cleaned and free of plant parts, dirt, etc. prior to arrival and cleaned before leaving the park unit to prevent the spread of non-native invasive weeds.</p> <p>Any imported new fill, such as pea gravel or soil, shall be from a certified-weed free source.</p>
SPR CULT 1	Previously Undocumented Resources
	<p>If previously unknown cultural resources (including but not limited to dark soil containing shell, bone, flaked stone, ground stone, or deposits of historic material) are discovered, work shall immediately cease within 10 feet of the find(s) and notify the State's Representative of the location and description of the find(s). Contractors shall be directed to other project tasks. Contractors shall not work in the area until receipt of written approval from the State's Representative to resume activity in the area of the discovery.</p>
SPR CULT 2	Archaeological Monitoring
	<p>Contractors shall allow on-site archaeological/Native American monitoring at the discretion of the CSP-approved archaeologist/Native American monitor.</p>

SPR CULT 3	Environmentally Sensitive Area
	The areas outside of the of the ADI within CA-NEV-124/125/H will be enclosed within a non-permanent, non-ground disturbing, temporary construction fencing.
SPR CULT 4	Human Remains Discovery
	<p>In the event that human remains were discovered, work would cease immediately in the area of the find and the project manager/site supervisor would notify the appropriate CSP personnel. Any human remains and/or funerary objects would be left in place or returned to the point of discovery and covered with soil. The CSP Sector Superintendent (or authorized representative) would notify the County Coroner, in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor would be responsible for notifying the appropriate Native American authorities.</p> <p>The local County Coroner should make the determination of whether the human bone is of Native American origin. In many of California's historic townsites and rural communities, discoveries have been made of non-Native American human bone including non-Anglo.</p> <p>If the coroner or tribal representative determines the remains represent Native American interment, the NAHC in Sacramento and/or tribe would be consulted to identify the most likely descendants and appropriate disposition of the remains. Work would not resume in the area of the find until proper disposition is complete (PRC §5097.98). No human remains or funerary objects would be cleaned, photographed, analyzed, or removed from the site prior to determination</p> <p>If it is determined the find indicates a sacred or religious site, the site would be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives would also occur as necessary to define additional site mitigation or future restrictions.</p>
PSR GEO 1	Reuse of Native Materials
	Any soil resulting from excavation, trenching, etc. shall be used as backfill, whenever possible.
PSR HAZ 1	Hazardous Materials

	<p>Contractors shall clean, fuel, and repair (other than emergency repairs) all equipment outside park boundaries, whenever possible. Contaminated water, sludge, spill residue, or other hazardous compounds will be disposed of outside park boundaries at a lawfully authorized destination.</p> <p>Contractors shall have a spill response kit with absorbent pads and confinement tubes and a five-gallon bucket to capture fuel or oil leaks. Materials that are contaminated shall be contained and disposed of at an approved location.</p> <p>If toxic materials from past land uses are discovered, work shall stop at that location until a qualified hazardous waste cleanup contractor is notified and appropriate disposition of the material is determined.</p>
PSR HAZ 2	Hazardous Materials Disposal
	<p>Contractor shall transport materials to a Class III or Class II landfill appropriately permitted to receive the materials.</p> <p>Contractor shall identify the appropriate permitted landfill to receive the materials and for all associated trucking and disposal costs, including any additional sampling and analysis required by the receiving landfill.</p>
SPR HAZ 3	Fire Prevention
	<p>Prior to the start of construction, the contractor will develop a Fire Safety Plan for CSP approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CalFire) and local fire department(s).</p> <p>Contractor shall require that all heavy equipment be equipped with spark arrestors or turbo-charging (eliminates sparks in exhaust) and have fire extinguishers on-site.</p> <p>Construction crews will park vehicles a minimum of 10 feet from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire. CSP personnel will have a State Park radio at the Park, which allows direct contact with CalFire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire. Prior to the start of on-site construction activities, contractor will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.</p> <p>Under dry conditions, a filled water truck and/or fire engine crew will be on-site during activities with the potential to start a fire.</p>

	<p>The contractor will designate and/or locate staging and stockpile areas in the designated staging area or on other paved surfaces to prevent leakage of oil, hydraulic fluids, etc. into the South Yuba River.</p> <p>Contractors shall have firefighting hand tools on site and each vehicle shall have an appropriately-sized and fully charged fire extinguisher.</p>
SPR HAZ 4	Rubbish
	<p>The project area shall be kept clear of trash to avoid attracting predators. All food and garbage will be placed in sealed containers and regularly removed from the site. Following construction, any trash, debris, or rubbish remaining within the work limits shall be collected and hauled off to an appropriate facility.</p>
PSR HYDRO 1	Erosion and Sediment Control and Pollution Prevention
	<p>Contractor shall implement a Storm Water Soil Loss Prevention Plan that includes monitoring the weather forecast, conducting site inspections before, during, and after storm events.</p> <p>CSP will cease all construction activities if measurable rain event with 20% or greater probability is predicted within 24 hours. This probability is expected to be the threshold for creating runoff at the project site, and will be determined by monitoring the National Weather Service's forecast for South Yuba State Park, California. CSP defines "measurable rain" as any rainfall that can be detected. Protective measure to prevent water-quality alterations resulting from soil erosion and sedimentation will be implemented and maintained. Contractor shall perform daily inspections of sediment-control devices during storm events. In addition, sediment stockpiles from construction-related activities will not be stored in the floodplain.</p> <p>Construction operations, such as stockpiling of materials, storage of portable equipment, vehicles, and supplies shall be restricted to the designated construction staging areas. All construction operations shall be confined to the minimal area necessary. Ground disturbance in the floodplain shall be limited to the minimum necessary to achieve the project goal.</p> <p>Contractor shall restore the floodplain to its original condition and configuration to the maximum extent feasible. The pea gravel used during temporary stabilization of the bridge support towers will be removed prior to project completion.</p>
SPR HYDRO 2	Construction Restrictions

	<p>Temporary shoring stabilization within the South Yuba River floodplain will be restricted to from approximately June through November.</p> <p>Water diversion is not proposed for this project. Additionally, construction will not encroach into the low-flow channel of the river at any time.</p> <p>Pile driving is not allowed or proposed as part of this project.</p>
SPR NOISE 1	Construction Activities
	<p>Internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for Project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary.</p> <p>Contractor will locate stationary noise sources and staging areas as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds.</p> <p>Construction activities will generally be limited from 7:00 a.m. to 7:00 p.m., Monday – Friday. If work during weekends or holidays is required, no work will occur on those days before 8:00 a.m. or after 5:00 p.m.</p> <p>All motorized construction equipment will be shut down when not in use. Idling of equipment and haul trucks will be limited to the least amount of time as possible.</p>
SPR Traffic 1	Traffic Control Plan
	<p>Prior to commencing construction, the contractor shall prepare a traffic control Plan that includes the following components:</p> <p>Exclusionary fencing will be placed along the project limits and as necessary to exclude non-construction personnel with special attention paid to the South side parking lot staging area.</p> <p>Pedestrian access to adjacent trails will be clearly delineated and signed.</p> <p>The construction area shall be clearly signed both upstream and downstream as closed to kayakers and other recreational river users, and a safe area provided where they are able to disembark and carry their craft around the area where the work will occur.</p>

2.8 Project Implementation

Bridge rehabilitation work will occur between the months of June to November when water flow in the river is expected to be at its lowest. Work will occur only during daylight hours and will be scheduled to incur the least amount of impact to visitors;

however, weekend work could be implemented to accelerate construction or address emergency or unforeseen circumstances.

Most equipment will be transported to the site and remain until associated work is completed. Transport vehicles for material or equipment delivery trucks, and crew vehicles will also be present intermittently at the site. Staging areas for equipment will be confined to the existing parking areas and existing trails adjacent to both the North and South sides of the Bridge. Two (2) secured intermodal equipment storage containers will remain on-site within the construction staging area on the South bank of the project site. The remaining construction materials will be stored within the fenced areas in the North and South staging areas.

Heavy equipment will be stored within the fenced asphalt paved staging areas on the South staging area. Heavy equipment consists of a concrete delivery truck with pump, a flatbed trailer with semi-truck, a rubber tire man-lift, a 9 inch micropile drill rig, a rubber tire skid steer, and a 30-ton crane. The crane will only be stored on-site during the shoring installation and removal operations. The crane will be positioned on either the North or south staging area for access to swing materials down to the river bed. No equipment will be stored within the floodplain.

Very little modification is required to the existing paved access roads. The Northern access road is comprised of compacted aggregate base and will not require modification. The southern access road is comprised of asphalt paving and will not require modification. The existing floodplain access road is comprised of an aggregate base and will not require modification. Only minor trimming of overgrown vegetation is anticipated on a portion of the access road on the North bank adjacent to the Bridge. Trimming the vegetation will allow construction crews to temporarily store construction materials on-site and provide adequate clearance for the crane boom.

Utility relocation is not anticipated. The adjacent high voltage powerlines will not be impacted during construction. No temporary utilities will be installed as part of this project. The contractor will have access to CSP's existing water supply at SYRSP and will use portable electronic generators to power small hand tools.

BMPs will be incorporated into the project design to ensure natural and cultural resources are adequately protected during and after construction. BMPs discussed in this document and used in the implementation of this project were obtained from the California Stormwater Quality Association (CSQA), Stormwater Best Management Practices Construction Handbook. Temporary BMPs will be used to keep sediment on-site throughout the duration of the project; during construction, BMPs will be checked daily, maintained, and modified as needed. BMPs will be used after construction to stabilize the site and minimize erosion.

California State Parks has consistently referenced CSQA BMPs and has identified them as an acceptable standard for use in all State Parks.

2.9 Consistency with Local Plans and Policies

The proposed project to rehabilitate the historic Bridge within SYRSP is consistent with local plans and policies including the Nevada County General Plan to provide quality

recreational opportunities and protect natural and cultural resources. The Nevada County General Plan defines Land Use in the project area as Open Space. The Open Space Element of Nevada County's General Plan serves a variety of purposes, including recreation and public lands (Nevada County, 1996). Although SYRSP does not have a General Plan, work to repair, replace, or rehabilitate existing facilities or to protect public health and safety are permitted under PRC § 5002.2 (c). All proposed work would occur within the boundaries of SYRSP.

Additionally, the project is in accordance with the guidelines specified in the South Yuba River Comprehensive Management Plan (SYRCMP). The SYRCMP is a planning framework between CSP, Bureau of Land Management (BLM), U.S. Forest Service (USFS), and the Nevada County Planning Department for managing the South Yuba River.

2.10 Discretionary Approvals

CSP has approval authority of the proposed Bridge Rehabilitation Project. Additionally, this project requires discretionary approvals from the following:

U.S. Army Corps of Engineers (USACE) - 404 Permit
U.S. Fish and Wildlife Service (USFWS) – Section 7 Consultation
California Department of Fish and Wildlife (CDFW) - 1602 – Lake and Streambed Alteration Agreement
California Regional Water Quality Control Board (RWQCB) – 401 Water Quality Certification

2.11 Related Projects

Past

In 2014, CSP conducted emergency stabilization repairs on the Bridge to prevent its imminent collapse. At that time, an inspection of the Bridge revealed the structure had succumbed to advanced decay. As a result, the Bridge was closed to the public and emergency repairs began. Emergency repairs resulted in the installation of two temporary bridge stabilization devices.

Future

The projects below are related projects that are reasonably certain to occur adjacent to the project area:

CSP is the lead CEQA agency on the future projects listed below. These projects are adjacent to the project site, minor in scope and will occur on existing facilities:

CEQA Title: "Cemetery Loop Trail Accessibility Improvements, CEQA # 17214"

Project Description: Minor modifications of an existing trail to comply with ADA guidelines.

CEQA Title: "Buttermilk Bend Trail Accessibility Improvements, CEQA # 17215"

Project Description: Trail retrofit of an existing route; all work will comply with ADA guidelines.

CHAPTER 3

ENVIRONMENTAL CHECKLIST

- | | |
|-------------------------------------|---|
| 1. Project Title: | Covered Bridge Rehabilitation and Restoration Project |
| 2. Lead Agency Name & Address: | California State Parks |
| 3. Contact Person & Phone Number: | Brad Michalk
(916) 445-8783 |
| 4. Project Location: | South Yuba River State Park |
| 5. Project Sponsor Name & Address: | Sierra District
California State Parks
P.O. Box 266
Tahoma, CA 96142-0266 |
| 6. General Plan Designation: | Open Space (Nevada County General Plan) |
| 7. Zoning: | Recreation |
| 8. Description of Project: | <p>CSP proposes to rehabilitate the historic Bridgeport Covered Bridge at South Yuba River State Park, located in Nevada County, California. The proposed project would remove the existing temporary stabilizing structure installed as an emergency repair in 2014, and rehabilitate the bridge to make it safe and accessible for visitor use.</p> |
| 9. Surrounding Land Uses & Setting: | Refer to Chapter 3 of this document (Section IX, Land Use Planning) |
| 10. Approval Required from Others: | All proposed work would occur within the boundaries of SYRSP. Please refer to Chapter 2, Section 2.9 of this document for additional information. |

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

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

I find that, although the original scope of the proposed project **COULD** have had a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents. ☐

I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required. ☐


Brad Michalk
Environmental Coordinator

Date

05/02/17

ENVIRONMENTAL ISSUES

I. AESTHETICS ENVIRONMENTAL SETTING

SYRSP park consisting of multiple non-contiguous parcels situated for 20 miles along the North and south banks of the South Yuba River. The river is located within an incised canyon in the foothills of the Sierra Nevada range.



Figure 3: Bridgeport Bridge with Temporary Stabilization Frame

The Bridgeport Covered Bridge is located in the most westerly portion of the park just above the confluence of the Yuba and South Yuba Rivers. The Bridgeport Bridge, in place since 1862, had a temporary steel frame stabilization structure installed in 2014. This represents the baseline condition from which aesthetic impacts are evaluated.

Trails within the park offer numerous opportunities for scenic views into the river canyon. Scenic resources in the vicinity of the project include the bridge itself, a barn, gas station, the river and the rolling topography.

State Highway 49 is an officially designated State Scenic Highway that bisects the park approximately 6 miles upstream from the

historic bridge. (California Department of Transportation, n.d.)

As the project site is located in a rural setting, existing light sources are limited to security lighting at the nearby Visitors Center.

WOULD THE PROJECT:	<u>LESS THAN POTENTIALLY SIGNIFICANT IMPACT</u>	<u>SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Aesthetics is based on criteria I a-d, described in the environmental checklist above.

DISCUSSION

- a, c) A scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas of the project area occur from Pleasant Valley Road Bridge, and from trails within the park. The proposed project entails elevating the bridge one foot higher than its current placement and rehabilitating the structure back to its original appearance. As noted above, the bridge was the subject of a temporary stabilization project in 2014 to prevent its imminent collapse. The stabilization project consisted of installing two steel frames, wire rope, and four concrete deadman anchors. Upon completion of this currently proposed project, the temporary stabilization components will be removed. The result of this project would be an improvement over the existing conditions as the recently constructed steel frames detract from the historic character of the site which is a major contributor to the visual character of the site. Although temporary impacts will result during the construction process, the proposed project will result in Less than Significant long-term impacts to scenic vistas as well as to the visual character or quality of the site and its surroundings.
- b) The project site is not visible from State Highway 49 which is the nearest State-designated Scenic Highway. As such, No Impact would result.
- d) The project entails no permanent lighting component. No Impact would result.

II. AGRICULTURAL and FOREST RESOURCES

ENVIRONMENTAL SETTING

SYRSP is located in Western Nevada County, California within the interior live oak woodland alliance. The Nevada County General Plan indicates that woodlands are defined as forested areas not suitable for timber production (Nevada County, 1995). While not considered suitable for commercial timber production, woodlands provide firewood resources and offer opportunities for other forest-related uses such as recreation and are important in providing wildlife habitat, vegetation diversity, watershed protection and recreation.

The Nevada County General Plan designates the areas surrounding the park as Rural Residential. These areas are generally populated by small landowners who conduct small scale "homesteading", including livestock grazing, small orchards, and gardens. The park itself is designated as "Open Space" by the Nevada County General Plan and does not support any agricultural operations or farmland. State Park lands, by definition, cannot be used for commercial agricultural or forestry purposes. The project area encompasses no land under a Williamson Act contract and there is no Williamson Act land located in the vicinity of the project.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined in PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?				

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

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Agricultural and Forest Resources is based on criteria II a-e, described in the environmental checklist above.

DISCUSSION

- a-b) As stated in the Environmental Setting above, SYRSP does not support any agricultural operations. No land within SYRSP is zoned as prime agricultural land, or used for grazing purposes, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria (modified for California). The nearest prime agricultural land is located approximately 6 miles to the south (California Department of Conservation, 2014). This project would have No Impact on any category of California Farmland, conflict with any existing zoning for agricultural use or Williamson Act contract. No Impact.
- c. SYRSP does not support and is not zoned for timber production. The project would take place entirely within SYRSP and would have No Impact on any timber zoning or cause rezoning of any land. No Impact.
- d. SYRSP is located within a woodland area dominated by live oak trees. There would be no loss of forestland or conversion of land to non-forest use. No Impact.
- e. As the project involves rehabilitation of an existing historic bridge there would be no conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No Impact.

III. AIR QUALITY

ENVIRONMENTAL SETTING

SYRSP is located in Mountain Counties Air Basin, an air basin consisting of nine counties or portions of counties stretching from Plumas County on the North to Mariposa County in the south. The Northern Sierra Air Quality Management District is the local agency for air quality planning with authority over air pollutant sources.

The overall air quality in Nevada County is very good given its rural location and small industrial base. However, there are several areas in the County that do not meet State and Federal ambient air quality standards.

Air Quality Designations

The California Air Resources Board (CARB) makes state area designations for ten criteria pollutants (an air pollutant for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set): ozone, suspended particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide and visibility reducing particles (VRPs) (CalEPA, 2016).

A pollutant is designated “attainment” if the state standard for that pollutant was not violated at any site in the area for a three-year period. If there was at least one violation of a state standard for a pollutant in the area, it is designated as “non-attainment” for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified”. Non-attainment/transitional is a subcategory of the non-attainment designation; an area is designated non-attainment/transitional to signify the area is close to attaining the standard for that pollutant (CalEPA, 2016).

Western Nevada County is Marginal Non-attainment for the 1997 ozone National Ambient Air Quality Standards (NAAQS), with a “Finding of Attainment” based on three years of “clean” data. The area is also Marginal Non-attainment for the 2008 ozone NAAQS and is Nonattainment for the ozone California Ambient Air Quality Standards (CAAQS). Most of Western Nevada County’s ozone is transported to the area by wind from the Sacramento area and, to a lesser extent, the San Francisco Bay Area. Ozone is created by the interaction of Nitrogen Oxides and Reactive Organic Gases (also known as Volatile Organic Compounds) in the presence of sunlight, especially when the temperature is high. Ozone is mainly a summertime problem, with the highest concentrations generally observed in July and August, especially in the late afternoon and evening hours.

Nevada County is also Non-attainment for the PM₁₀ CAAQS, but Unclassified for the PM₁₀ NAAQS due to lack of available recent data. The number after “PM” refers to maximum particle size in microns. PM₁₀ is a mixture of dust, combustion particles (smoke) and aerosols, whereas PM_{2.5} is mostly smoke and aerosol particles. PM_{2.5} sources include woodstoves and fireplaces, vehicle engines, wildfires and open burning. PM₁₀ sources include the PM_{2.5} plus dust, such as from surface disturbances, road sand, vehicle tires, and leaf blowers. Some pollen and mold spores are also included in PM₁₀, but most are larger than 10 microns. All of Nevada County is Unclassifiable/Attainment for the PM_{2.5} NAAQS and Unclassified for the PM_{2.5} CAAQS.

Ultramafic rock units are areas that are more likely to contain naturally occurring asbestos, a cancer-causing agent. Ultramafic rocks, such as serpentine rock, exist in several locations in Nevada County, mainly in the Western half, but these geologic types are not located in the project area (California Department of Conservation, 2016).

Table 2: Air Quality Attainment Status		
Pollutant	State Status	National Status
Ozone	Non-attainment	Non-attainment
PM10	Non-attainment	Unclassified
PM2.5	Attainment	Unclassified
Carbon Monoxide	Attainment	Attainment
Nitrogen Monoxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Sulfates	Attainment	No Federal Standard
Lead	Attainment	Attainment

Source: CARB 2012

Sensitive Receptors

Sensitive receptors include individuals as well as groups relating to specific land uses. Some individuals are considered to be more “sensitive” than others to air pollutants. The reasons for greater sensitivity than average include health problems, proximity to the emission source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the elderly and infirm are more susceptible to respiratory infections and other air quality related health problems than the general public. Residential uses are considered sensitive receptors because people in residential areas are often at home for extended periods of time, so they can be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. Sensitive receptors in the proposed project area include recreational users (trail-users, park visitors, etc.) as well as the sparse residential development in the vicinity of the project.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT*:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

* Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make these determinations.

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Air Quality is based on criteria III a-e, described in the environmental checklist above.

DISCUSSION

- a) The proposed project would not conflict or obstruct the implementation of any applicable air quality management plan for the Northern Sierra Air Quality Management District. All work would be in accordance with applicable air quality plans and regulations. No Impact.
- b) The proposed project would not emit air contaminants at a level that by themselves would violate any air quality standard or contribute to a permanent or long-term emission of dust. The proposed project would involve the use of equipment and materials that would emit ozone precursors. Increased emission of dust (particulate matter) could contribute to existing non-attainment conditions, which could interfere with achieving the projected attainment standards. Integration of SPR Air 1 in project design would reduce impacts to Less than Significant.
- c) The proposed project is temporary and may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature. These short-term emissions are further minimized through strict adherence of SPR AIR 1, resulting in an impact that is Less than Significant.
- d) As mentioned above, the proposed project would generate equipment exhaust emissions for the duration of the project. Various sensitive receptors (nearby day use visitors) may be present in the general area and could be affected. Integration of SPR AIR 1 in project design would reduce impacts to Less than Significant.
- e) Construction activities associated with this project could generate airborne odors with the operation of construction vehicles (i.e. diesel exhaust). However, these emissions would be temporary in nature and occur within the immediate vicinity of the project site. It is expected that odors from construction equipment and vehicles on the project site would be dispersed quickly and would not likely subject sensitive receptors to objectionable odors. Additionally, integration of SPR AIR 1 in project design would reduce impacts to Less than Significant.

Condition, Minimization, or Mitigation Measure	
SPR AIR 1	Air Quality
	<p>All active construction areas will be watered at least twice daily during dry, dusty conditions.</p> <p>All trucks hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard.</p> <p>All equipment engines will be maintained in good condition, in proper tune (according to manufacturer's specifications), and in compliance with all State and federal requirements.</p> <p>Excavation and grading activities will be suspended when sustained winds exceed 25 mph, instantaneous gusts exceed 35 mph, or dust from construction might obscure driver visibility on public roads.</p> <p>Earth or other material that has been transported onto paved streets by trucks, construction equipment, erosion, or other project-related activity will be promptly removed.</p>

IV. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The Bridgeport section of SYRSP occurs in Western Nevada County approximately 10 miles West-Northwest of Nevada City, CA. The historic Bridgeport Covered Bridge is approximately 360 feet downstream from the Pleasant Valley Road crossing of the South Yuba River.

Vegetation/Habitat

Most of the project area outside of the stream channel consists of previously heavily disturbed bare ground or ruderal herbaceous vegetation of native and non-native species (identified below in the Interior Live Oak community description). Oak dominated woodlands comprise the upland vegetation surrounding the active work area on both sides of the bridge. Riparian vegetation forms a narrow band occupying the rocky/sandy stream channel and lower banks.

Two plant alliances (equivalent to plant communities), as defined by Sawyer et al (2009) that conform to the U.S. National Vegetation Classification Standard adopted by the federal government (USNVC 2015), are located adjacent to the project area. These are the *Quercus wislizenii* (Interior Live Oak) Woodland Alliance and *Salix lucida* (Shining Willow Groves) Woodland Alliance.

***Quercus wislizenii* (Interior Live Oak) Woodland Alliance**

Oak woodlands comprise most of the vegetated adjacent to the project site. Interior live oak dominates the open canopy of this plant community; canyon live oak (*Quercus chrysolepis*) co-dominates in some locations adjacent to the south side of the Bridge and California black oak co-dominates on hillslopes adjacent to the North side of the Bridge. Poison oak (*Toxicodendron diversilobum*) dominates the sparse shrub canopy; blue elderberry (*Sambucus mexicana*) occurs as scattered individuals. Commonly encountered species in the more developed ground layer include non-native Himalayan blackberry (*Rubus armeniacus*), Crane's bill geranium (*Geranium molle*), red stemmed filaree (*Erodium cicutarium*), rattail sixweeks grass (*Festuca myuros*), dogtail grass (*Cynosurus echinatus*), chickweed (*Stellaria* sp.), greater periwinkle (*Vinca major*), and milk thistle (*Silybum marianum*). Commonly encountered native species include bracken fern (*Pteridium aquilinum* var. *pubescens*), gold back fern (*Pentagramma triangularis*), soap plant (*Chlorogalum pomeridianum*), *Agoseris* sp., and blue dicks (*Dichelostemma capitatum*).

***Salix lucida* (Shining Willow Groves) Woodland Alliance**

Riparian woodlands form a discontinuous narrow band bordering the South Yuba River channel and some of this habitat occurs within the project area. Pacific willow (*Salix lasiandra* var. *lasiandra*, syn. *Salix lucida* ssp. *lasiandra*) dominates the open canopy of this plant community. Fremont cottonwood (*Populus fremontii* ssp. *fremontii*), big leaf maple (*Acer macrophyllum*), and white alder (*Alnus rhombifolia*) are common constituents of the canopy. A shrub and ground layer is lacking since periodic high river flows limit establishment of these largely shallow rooted species.

SPECIAL-STATUS SPECIES

Sensitive biological resources that occur or potentially occur in or near the proposed project site are discussed in this section. Special-status species (sensitive species) are defined as plants and animals that are legally protected or that are considered sensitive by federal, state, or local resource conservation agencies and organizations. Specifically, this includes species listed as State or federally Threatened or Endangered, those considered as candidates for listing as Threatened or Endangered, species identified by the USFWS and/or CDFW as Species of Special Concern (SSC), animals identified by CDFW as Fully Protected or Protected (FP, P), and plants considered by the California Native Plant Society (CNPS) to be rare, threatened, or endangered. Also included are habitats considered critical for the survival of a listed species or have special value for wildlife species and plant communities that are unique or of limited distribution.

All special-status species and their habitats were evaluated for potential impacts from the proposed project. Existing available data was collected and reviewed to determine the proximity of special status plants, animals, and their habitats to the project area. Queries of the CDFW's California Natural Diversity Database (CDFW 2017), the California Native Plant Society's On-line Inventory, Eighth Edition (CNPS 2017), and the USFWS IPaC program (USFWS 2017) were conducted for special-status species and habitats within the French Corral United States Geological Society (USGS) quadrangle map.

Special-status plant and animal species are described below along with their potential to occur within the project area.

Plant Species

The CDFW California Natural Diversity Database (CNDDDB), CNPS¹, and USFWS have identified seven special status species as occurring or having a potential to occur within the French Corral USGS quadrangle map. These species are:

Brandeggee's clarkia (*Clarkia biloba* ssp. *brandegeeeae*) – Brandeggee's clarkia is a California Rare Plant Rank 4.2 annual herb that occupies chaparral, cismontane woodland, and lower montane coniferous forest habitats of Butte, El Dorado, Nevada, Placer, Sacramento, Sierra, and Yuba Counties. It blooms from May to July and occurs at elevations of approximately 250 feet to 3,000 feet above mean sea level (amsl). Multiple sources have reported Brandeggee's clarkia at and near the South Yuba River State Route 49 bridge. Potentially suitable habitat occurs in the project area for this species.

Butte County fritillary (*Fritillaria eastwoodiae*) – Butte County fritillary is a California Rare Plant Rank 3.2 perennial bulbiferous herb that blooms from March to June and occurs in the Sierra

¹ California Native Plant Society (CNPS) Rare Plant Ranks: 1A = presumed extinct in California; 1B = rare or endangered in California and elsewhere; 2 = rare or endangered in California, more common elsewhere; 3 = need more information; 4 = plants of limited distribution. Threat code extensions are: .1 = seriously endangered in California; .2 = fairly endangered in California; and .3 not very endangered in California.

Nevada and Cascade Ranges at elevations from approximately 160 feet to 4,900 feet amsl. It inhabits chaparral, cismontane woodland, and lower montane coniferous forest (openings) habitats from El Dorado County North to Shasta County. Marginally suitable habitat may be available in the project area for this species.

Cantelow's lewisia (*Lewisia cantelovii*) – Cantelow's lewisia is a California Rare Plant Rank 1B.2 perennial herb that occupies mesic, granitic, and sometimes serpentinite seep areas within broadleaved upland forest, chaparral, cismontane woodland, and lower montane coniferous forest habitats of Butte, Nevada, Plumas, Shasta, Sierra, and Yuba Counties. It blooms from May to October at elevations from approximately 1,100 feet to 4,500 feet amsl. No suitable habitat occurs in the project area for this species.

Humboldt lily (*Lilium humboldtii* ssp. *humboldtii*) – Humboldt lily is a California Rare Plant Rank 4.2 perennial bulbiferous herb that occupies openings in chaparral, cismontane woodland, and lower montane coniferous forest habitats of the Sierra Nevada and Cascade Ranges. Ranging from Fresno County North to Tehama County, this species blooms from May to July (sometimes to August) and occurs at elevations from approximately 300 feet to 4,200 feet amsl. Potentially suitable habitat occurs in the project area for this species.

Northern Sierra daisy (*Erigeron petrophilus* var. *sierrensis*) – Northern Sierra daisy is a California Rare Plant Rank 4.3 perennial rhizomatous herb that blooms from June to October at elevations from approximately 990 feet to 6,800 feet amsl. It inhabits cismontane woodland, lower montane coniferous forest, and upper montane coniferous forest habitats of Butte, El Dorado, Nevada, Plumas, Sierra, and Yuba Counties. Potentially suitable habitat occurs in the project area for this species.

Sanborn's onion (*Allium sanbornii* var. *sanbornii*) – Sanborn's onion is a California Rare Plant Rank 4.2 perennial bulbiferous herb of gravelly and usually serpentinite areas within chaparral, cismontane woodland, and lower montane coniferous forest habitats from Tuolumne County to Tehama County. It blooms from May to September and occurs at elevations from approximately 850 feet to 4,950 feet amsl. Marginally suitable habitat may be available in the project area for this species.

Sierra foothills brodiaea (*Brodiaea sierrae*) – Sierra foothills brodiaea is a California Rare Plant Rank 4.2 perennial bulbiferous herb that blooms from May to August and occurs at elevations from approximately 160 feet to 3,200 feet amsl in chaparral, cismontane woodland, and lower montane coniferous forest habitats of Butte, Nevada, and Yuba Counties. It usually grows on serpentinite or gabbro derived soils, which do not exist within the project area; however, marginally suitable habitat may be available in the project area for this species.

Wildlife Species

Six special-status wildlife species have been identified by the CNDDDB (2017) and USFWS (USFWS 2017) as occurring or having a potential to occur within the French Corral 7½ -minute USGS quadrangle map. These species are described below.

California red-legged frog (*Rana draytonii*) – The California red-legged frog (CRLF) was listed as Federally Threatened in 1996 (USFWS 2002) and was made the official California state

amphibian in 2014 (CaliforniaHerps 2017). This subspecies of red-legged frog occurs from sea level to elevations of about 5,200 feet (1,500 meters). However, nearly all sightings have occurred below 3,500 feet (1,050 meters) (USFWS 2002). It has been extirpated from 70 percent of its former range and now is found primarily in coastal drainages of central California, from Marin County, California, south to Northern Baja California, Mexico. Potential threats to the species include elimination or degradation of habitat from land development and land use activities and habitat invasion by non-native aquatic species.

The CRLF requires a variety of habitat elements with aquatic breeding areas embedded within a matrix of riparian and upland dispersal habitats. Breeding sites of the CRLF are in aquatic habitats including pools and backwaters within streams and creeks, ponds, marshes, springs, sag ponds, dune ponds, and lagoons. Additionally, CRLF frequently breed in artificial impoundments such as stock ponds (USFWS 2002).

CRLF are primarily pond frogs, but they also inhabit marshes, streams, and lagoons during the breeding season. During other parts of the year, some frogs remain at breeding sites while others disperse to other areas. Non-breeding habitat includes nearly any area within 1.2-1.8 miles of a breeding site that stays moist and cool through the summer (Fellers et al 2007). No breeding habitat for CRLF exists within or adjacent to the project site. The closest known occurrence of CRLF is approximately 9.48 miles (straight-line distance) from the Bridge in a pond near Oregon Hill Road. In addition, the project area lacks requisite non-breeding habitat.

Northern western pond turtle (*Actinemys marmorata* = *Emys marmorata*) – The Northern Western pond turtle is a CDFW-designated SSC that inhabits still or slow moving aquatic habitats with submerged or emergent vegetation and also requires open basking sites and sandy or loose soil sites to lay eggs (Jennings and Hayes 1994, CaliforniaHerps 2017). Mating usually occurs in April and May and females then lay eggs in upland nest locations. Aquatic habitat and potentially suitable egg-laying sites occur at or near the project site. As reported in the CNDDDB, this species has been observed at a location approximately ¼ -mile downstream of the project site. Marginally suitable habitat may exist within the project area for Northern Western pond turtle.

Steelhead (*Oncorhynchus mykiss*), **California Central Valley DPS** (distinct population segment) – The NMFS listed the Central Valley (CV) steelhead ESU as Threatened. In 2006, NMFS and USFWS announced that both agencies would apply the joint NMFS Distinct Population Segment (DPS) policy 61 Federal Register (FR) 4722 (NMFS 2014) to populations of steelhead DPS. CV steelhead listing was revised in 2006 and maintained its Threatened classification. Critical Habitat for CV steelhead encompasses the Sacramento River, extending into its upper stream reaches and tributaries, including the lower Yuba River.

The life history of CV steelhead is complex. Populations may be entirely anadromous, partly anadromous, or resident, and levels of anadromy can vary by age and sex. One of the difficulties in assessing any steelhead data in the Central valley is the possibility that some individuals may actually be resident fish, as it is nearly impossible to distinguish visually the two life history forms when they are juveniles (NMFS 2016).

According to the CDFW, the Yuba River supports the largest, naturally reproducing population of steelhead in the Central Valley and is essentially the only wild steelhead fishery remaining in the Central Valley (McEwan and Jackson 1996). However, Englebright Dam blocks access to habitat historically used by CV steelhead in the upper portion of the Yuba River and South Yuba River, including the project area (Yuba County 2009, Cutter 2013).

Steelhead (*Oncorhynchus mykiss*), **northern California DPS** – The Northern California Steelhead DPS is restricted to streams draining into the ocean from North of the Russian River to Redwood Creek in Northern coastal Humboldt County. No central valley streams are included in this DPS.

Chinook salmon (*Oncorhynchus tshawytscha*), **Central Valley spring run** – The NMFS listed the central valley spring-run (CVSR) Chinook salmon as a “threatened” species, 64 FR 50394 (NMFS 2014). Critical Habitat for CVSR Chinook salmon includes the Sacramento River into its upper stream reaches and tributaries.

Adult CVSR Chinook salmon generally enter rivers from the ocean as sexually immature fish and must hold in freshwater for up to several months before spawning. While maturing, adults hold in deep pools with cold water. Spawning normally occurs between mid-August and early October, peaking in September (NMFS 2014). The length of time required for embryo incubation and emergence from the gravel is dependent on water temperature. For maximum embryo survival, water temperatures reportedly must be between 41 degrees Fahrenheit and 55 degrees Fahrenheit and oxygen saturation levels must be close to maximum (NMFS 2014).

Historically, CVSR Chinook salmon occurred in the headwaters of all major river systems in the Central Valley where natural barriers to migration were absent. Although CVSR chinook salmon were probably the most abundant salmonid in the central valley under historic conditions, large dams eliminated access to almost all historical habitat and the spring-run has suffered the most severe declines of any of the four chinook salmon runs in the Sacramento River Basin (NMFS 2014). Englebright Dam blocks access to habitat historically used by CVSR Chinook salmon in the upper portion of the Yuba River and South Yuba River, including the project area (Yuba County 2009, Cutter 2013).

Delta smelt (*Hypomesus transpacificus*) – In 1993 the USFWS listed the delta smelt as “Threatened”, 56 FR 512857 (USFWS 2017a). The delta smelt are slender-bodied fish, about 2 to 3 inches in length, although they can reach up to 4.7 inches. Live fish are nearly translucent and have a steely blue sheen to their sides. Delta smelt feed on small planktonic crustaceans, and occasionally on insect larvae. Delta smelt are endemic to the San Francisco Bay and Sacramento-San Joaquin Delta Estuary in California; there is no possibility of this species occurring in or near the project area.

Bald eagle (*Haliaeetus leucocephalus*) (nesting and wintering). This State Endangered species was delisted under the Federal Endangered Species Act (USFWS 2017b). The bald eagle is also protected under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Bald eagles in California can be either year-round residents or winter migrants. Nest trees are often in very large trees in close proximity to water and breeding season generally occurs between January and July (USFWS 2007). Suitable nesting and

wintering habitat occurs in or near the project site and a nesting pair has been reported downstream of the Bridge (Lubin 2017).

SENSITIVE NATURAL COMMUNITIES

Sensitive plant communities are those that are regionally uncommon or unique, unusually diverse, or of special concern to local, state, and federal agencies. Removal or substantial degradation of these plant communities constitutes a significant adverse impact under CEQA. The CDFW's CNDDDB maintains a list of the state's plant communities (also known as alliances) and identifies those of high inventory priority due to their rarity and threat. These are considered sensitive natural communities by regulatory agencies.

The CDFW classifies the ***Salix lucida* (Shining Willow Groves) Woodland Alliance** as a sensitive natural community and as identified this community does occur within a small portion of the project area.

WATERS OF THE UNITED STATES

The federal Clean Water Act (CWA) is a 1977 amendment to the Federal Water Pollution Control Act of 1972, which set the basic structure for regulating discharges of pollutants to waters of the United States. The intent was to maintain the chemical, physical, and biological integrity of the nation's waters [Federal Water Pollution Control Act/Clean Water Act, 33 U.S.C. 1251, §101(a), 2002]. In addition, the CWA intended to provide a mechanism for regulating discharges of pollutants into the waters of the U.S and gave the U.S. Environmental Protection Agency (USEPA) authority to implement pollution control programs, such as setting wastewater standards for industry and water quality standards for all contaminants in surface waters.

Section 404 of the CWA establishes programs to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. The term "waters of the U.S." applies to the jurisdictional limits of the authority of the USACE to regulate navigable waters under Section 404 of the CWA. Section 502(7) of the Act defines navigable waters as "waters of the United States, including the territorial seas." By definition, navigable waters include all wetlands and tributaries to "waters of the United States."

USACE authority to regulate navigable waters is also provided under Section 10 of the federal Rivers and Harbors Act of 1899. Under this statute, the USACE regulates excavation or filling operations or the alteration or modification of the course, location, condition, or capacity of any navigable water of the United States. Waters are defined in this statute as all waters used in interstate or foreign commerce, waters subject to the ebb and flow of the tide, all interstate waters including interstate wetlands and all other waters such as intrastate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, and natural ponds.

For purposes of Section 404 of the Clean Water Act, the lateral limits of USACE-jurisdiction over non-tidal water bodies (e.g. streams) extend to the ordinary high water mark (OHWM), in the absence of wetlands (USACE 2005). This project proposes work within the OHWM of the South Yuba River and is subject to USACE regulatory authority.

The State Water Resources Control Board regulates the alteration of any federal water body, including wetlands and streams through Section 401 of the Clean Water Act. The appropriate RWQCBs certify that water quality of the affected water body is not subject to unacceptable environmental impacts under provisions of the 401 certification program (SWRCB 2017). This project is subject to the Central Valley RWQCB regulatory authority.

Pursuant to Fish and Game Code Section 1600 et seq., the CDFW regulates any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This project is subject to CDFW regulatory authority under this Fish and Game Code section.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a sensitive, candidate, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Biological Resources is based on criteria **IV** a-f, described in the environmental checklist above.

DISCUSSION

This project proposes restoration of public access to the historic Bridge, including ADA improvements to an existing accessible path between accessible parking spaces and the south entrance to the Bridge. Most of the construction activities will occur on previously disturbed ground with few biological resources. Three temporary shoring structures will be installed in the heavily scoured floodplain, but no vegetation removal will be required for this activity. Minor trimming of vegetation will be required on a portion of the existing access road, but no trees will be removed.

a) (i) **Special status plant species.**

Suitable to marginally suitable habitat occurs within a small portion of the project area for a few special status plant species, as identified above in the Environmental Setting. Integration of SPR BIO-1: Special Status Plant Species would reduce project impacts to a Less than Significant level.

(ii) **Chinook salmon, steelhead, delta smelt, and California red-legged frog.** As described in the Environmental Setting, Englebright Dam, which is downstream from the project area, is an absolute barrier to all anadromous fish, including salmon and steelhead. Habitat for delta smelt is restricted to the San Francisco Bay and Sacramento-San Joaquin Delta Estuary; hence, this species does not occur in or adjacent to the project area. The project area also lacks both breeding and non-breeding habitat for California red-legged frog (CRLF). The closest reported occurrence for CRLF is more than 9 miles (straight-line distance) from the project area.

(iii) **Northern Western pond turtle.** As described in the Environmental Setting, Northern Western pond turtle observations are reported in the CNDDDB at a location approximately ¼ - mile downstream of the Bridge and marginally suitable habitat may exist within the project area. Integration of SPR BIO-2: Northern Western Pond Turtle would reduce project impacts to this species to a Less than Significant level.

(iv) **Bald eagle, other raptors, and migratory birds.** As described in the Environmental Setting, bald eagles have been known to nest downstream from the project area. There is suitable habitat in or adjacent to the project area for other raptor species and migratory birds. All raptor species and their nests are protected under Fish and Game Code §3503.5 and the USFWS has established guidelines for addressing activities that can disturb bald eagle nesting (USFWS 2007). Migratory non-game native bird species are protected under the Migratory Bird Treaty Act (MBTA). These protections prohibit the take (including disturbances which would cause abandonment of active nests containing eggs and/or young) of all birds and their active nests. Integration of SPR BIO-3: Bald Eagle, Other

Raptors and Migratory Birds would reduce project impacts to these species to a Less than Significant level.

- b) As described in the Environmental Setting, riparian habitat is limited to locations bordering the South Yuba River floodplain. This riparian habitat is classified by the CDFW as *Salix lucida* (Shining Willow Groves) Woodland Alliance, which is a sensitive natural community. However, this community occurs within a small portion of the project area and project activities would not result in the removal of any existing riparian vegetation. No Impact.
- c) No federally protected wetlands, as defined in Section 404 of the federal CWA, occur within the project footprint. As described in the Environmental Setting above, the South Yuba River flows through a portion of the project area and it does constitute a Water of the U.S. It is subject to regulation by the USACE, the RWQCB, and CDFW under sections 404 (CWA), 401 (CWA), and 1600 (Fish and Game Code), respectively. This project will require issuance of 401 and 404 permits and a 1602 Lake or Streambed Alteration Agreement prior to the start of work to address temporary and permanent impacts. All permit/agreement conditions would be implemented, reducing any potential impacts to a Less than Significant level.
- d) The proposed project would not impede fish passage or wildlife movement. No barriers will be installed and temporary structures placed in the South Yuba River will be located outside of the wetted portion of the stream channel. Potential impacts from the proposed project would have no effect on fish passage or wildlife movement. No Impact.
- e) CSP is not subject to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; however, Department policy and its Mission Statement incorporate the protection of natural resources into the short-term and long-term management goals for its park units. Furthermore, CSP operates cooperatively with sister agencies and local jurisdictions to insure natural resources are protected in perpetuity. No Impact.
- f) This project does not conflict with any Habitat Conservation Plans, Natural Communities Conservation Plans, or other approved habitat conservation plan. No Impact.

Condition, Minimization, or Mitigation Measure	
SPR BIO 1	Special Status Plant Species
	Surveys for special status plant species with a potential to occur in the project area will be conducted during the appropriate blooming periods or when identity can be confirmed. All occurrences of special status plant species within the project areas will be recorded on project maps, flagged or otherwise identified on the ground. Where possible, occurrences of all special status plants will be avoided and protected from construction activities. Those locations where special status plants cannot be avoided will be subject to the following conditions:

	<p><u>Perennial Species</u></p> <ul style="list-style-type: none"> • Prior to construction plants will be carefully excavated and transplanted nearby in suitable habitat. All transplant work will be conducted under the direction of a CSP Environmental Scientist or CSP-approved biologist. • Transplanting will occur during the dormant growing season (i.e. late fall) when the plants are least disturbed and when they can be watered by winter precipitation. <p><u>Annual Species</u></p> <ul style="list-style-type: none"> • Seeds from annual special status plant species will be collected during the appropriate season and properly stored prior to ground disturbing activities. Seeds will be sown during the appropriate season in suitable locations identified by a CSP Environmental Scientist.
SPR BIO 2	Northern Western Pond Turtle
	<p>Prior to the start of construction, a CSP Environmental Scientist or CSP-approved biologist will conduct a training session for all construction personnel involved with the project. At a minimum, the training will include a description of this species and its' habitat and the measures that will be implemented to protect this species. The training session will include instruction in the appropriate protocol to follow in the event a pond turtle is encountered or found on-site. Handouts with photos of this species will be provided to construction personnel.</p> <p>Before any ground-disturbing construction activities begin, a CSP Environmental Scientist or CSP-approved biologist familiar with Northern Western pond turtle will conduct surveys for this species to determine the presence of this species within the project site. If juvenile or adult turtles are found on the project site, then individuals will be removed and released in a suitable location outside the project site by the CSP Environmental Scientist or CSP-approved biologist.</p> <p>At the discretion of the CSP Environmental Scientist or CSP-approved biologist periodic monitoring may be conducted to insure that no turtles inhabit work areas.</p>
PSR BIO 3	Bald Eagle, Other Raptors and Migratory Birds
	<p>If construction-related activities exceeding ambient noise levels are conducted between February 1 and August 31 then focused surveys for nesting migratory bird and raptor species will be conducted by a CSP Environmental Scientist or CSP-approved biologist before construction activities occur in these months to identify active nests.</p> <p>Surveys for active raptor nests will be conducted within a 500-foot radius of the project area (660 feet for bald eagle) no more than 7 days prior to the beginning of construction. If nesting raptors are found, no construction activities will occur within a 500-foot radius of the nest tree (660 feet for bald</p>

	<p>eagle) until the young have fledged and the young will no longer be impacted by project activities, as determined by the CSP Environmental Scientist or CSP-approved biologist.</p>
--	--

	<p>Surveys for active migratory bird nests will be conducted within a 150-foot radius of the project no more than 7 days prior to the beginning of construction. If active nests are located, no construction activities will occur within a 150-foot radius of the nest tree until the young have fledged and the young will no longer be impacted by project activities, as determined by the CSP-approved biologist.</p>
--	---

V. CULTURAL RESOURCES

REGULATORY SETTING

“Cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.) culturally important resources, and archaeological resources (both prehistoric and historical) regardless of significance.

Historical resources are considered under the CEQA, as well as PRC Section 5024.1, which established the California Register of Historical Resources (California Register). In addition, PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places (NRHP) listing criteria. It further specifically requires CSP to inventory state-owned structures on its property. Sections 5024(f) and 5024.5 require state agencies to provide notice to consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for inclusion as California Historical Landmarks.

ENVIRONMENTAL SETTING

The project area straddles the South Yuba River in the foothills of the Western Metamorphic Belt of the Sierra Nevada Mountains. The Yuba River is a tributary of the Feather River in the Sacramento Valley and has three forks (North, Middle, and South). The South Yuba River drains a total of 352 square miles and originates at Donner Pass. Characteristics of the river include waterfalls, deep pools, cascading water, and exposed worn rock outcroppings. In the park, the elevation ranges from 550 to 2,600 feet.

The South Yuba River is on a gently sloping to moderately steep plateau. Peak river run-off is typically during rain-on-snow events in winter months while August and September typically have the lowest flows. Primary soils derive from granite, metavolcanic, and metasedimentary deposits. Glacial erosion has modified the valleys in the higher elevations of the watershed. The rocks exposed at SYRSP are considered by geologists to be part of the Smartville Complex and are approximately 160 million years old (Jurassic Period). The oldest Smartville Complex rocks are volcanic with intrusions of plutons and associated dikes. Gold deposits in the area formed because of the Cretaceous (120 to 100 million years ago) emplacement of the Sierra Nevada batholith. Placer gold deposits along the South Yuba River are the results of weathering and erosion (Pauly 2008).

The climate of the South Yuba River area is characteristic of semi-Mediterranean, featuring warm dry summers and cool damp winters. Maximum temperatures range from 85 to 90 degrees in August to 50 degrees in February. Minimum temperatures range from 35 degrees in December to 56 degrees in July and August. Precipitation is largely in the form of rain but occasionally snow accumulates, typically at levels about 3,000 feet. Total average precipitation is 40 to 50 inches depending on the elevation (CSP 1997).

In the project area, a riparian plant community populates the banks of the South Yuba River, dominated by Pacific willow (*Salix lucida ssp. lasiandra*). In the drier locations, this plant community merges with an interior live oak (*Quercus wislizenii*) dominated woodland. Other

common species found in these habitats include poison oak (*Toxicodendron diversilobum*) and non-native Himalayan blackberry (*Rubus armeniacus*) (Martin 2013). Black oak is widespread and dominates the region, especially where disturbed by fire, timber harvest activities, clearings, and poor soils. At lower elevations, hardwood dominates and shrub-fields are scattered throughout the river corridor (TNF et. Al 2004).

The river provides an important wildlife migration corridor for a variety of wildlife. These species include: mammals include mule deer, raccoon, opossum, brush-rabbit, gray squirrel, grey fox, Sierra Nevada red fox, coyote, mountain lion, black bear, and other small game. Bird species characteristic of the foothill habitat include scrub jay, red-tailed hawk, California jay, acorn woodpecker, wild turkey, mountain quail, and band-tailed pigeon. Various reptiles, amphibians, and fish species inhabit the region. The lower river supports warm and cold-water fisheries with some native fish; however, greater numbers of introduced species. Some of the amphibian and reptile species include Sierra newt, the Pacific tree frog, the western fence lizard, western rattlesnake, mountain garter snake.

CULTURAL SETTING

There are two main categories of cultural resources, the archaeological environment and the historic, both influenced by the resources accessible in the area. The topography, weather, and the availability of natural resources on the Yuba River watershed provided an ideal setting for both prehistoric and historic utilization and influenced settlement in the region. A wide array of human activities over thousands of years shaped the landscape of the Yuba River corridor.

Evidence of this long and varied land-use history resulted in an immense array of cultural resources (i.e., archaeological sites, bridges and roads, mining features, etc.) found within the river corridor today (TNF et al. 2004).

Prehistory and Ethnography

Archaeological and ethnographic data from the region indicate Native populations heavily utilized the Yuba River watershed, this evidenced by the documentation of prehistoric sites in the park and throughout the river corridor. The river provided access to a rich and varied ecological setting, ideal for subsistence, including resource procurement and processing and other related activities associated with major, year-round villages to short-term campsites.

Given its relevance to the Yuba River watershed and the project area, the following discussion utilizes a narrative presented in Selverston (2011):

The Yuba River watershed is located between two geographical regions, the Sierra Nevada and the Central Valley. Given the study area's foothill location and the assumption that cultural influences appear to have shifted over time, the following discussion provides a summary of both Sierra Nevada and Central Valley prehistory (Selverston 2011).

Sierra Nevada Prehistory

Kathleen Hull (2007) recently summarized the archaeology of the Sierra Nevada, describing 10,000 years of occupation and drawing from culture histories of both the Great Basin and California's Central Valley and coast. Denise Jaffke (2006) present this Northern Sierra prehistoric cultural chronology as follows: Pre-Martis (3000 B.C. and prior), Matris complex (3000

B.C. to A.D. 700), and Kings Beach complex (A.D. 700 to 1850). Markers of the transitions between these cultural units include changes in sociopolitical complexity, trade networks, populations, and the introduction of new artifact types (Fredrickson 1974, 1994). Both Martis and Kings Beach represent seasonal use of the uplands, with movement to the lower elevations below the snowline in the fall and winter (Markely and Henton 1985:13).

Small mobile groups likely crossed the Sierra Nevada foothills between about 5,000 and 10,000 years ago (3000 to 800 B.C.). This reflected in predominately hunting based and sparse assemblages. Pre-Martis people from 8,000 to 10,000 years ago are distinguished by their Paleo-Indian or Early Holocene traditions of large stemmed and occasionally fluted points (Hull 2007:185). The people from 5,000 to 8,000 years ago left behind Humboldt concave-base, Borax wide-stemmed, and various Pinto projectile points, as well as handstones and millingslabs, characteristic of the Early Archaic tradition, or Spooner Phase. Although these artifacts are rare in the Western Sierra Nevada, one can infer that small hunting bands carrying little in the way of durable material culture sporadically traversed the region (Meals 1994:5).

More sedentary, low to mid-elevation settlements relying on a diversified subsistence base developed after 5,000 years ago (3000 B.C.; Hull 2007:189). Named for its type-site located in the high-elevation Martis Valley (CA-PLA-5), basalt flaked-stone scarpers, drills, large dart point, handstones, and millingstones distinguish the Martis Complex. Contracting and split-stem point mark the Early phase of the complex between 5,000 and 3,000 years ago, while corner-notched and eared points reflect the Late phase, dating between 3,000 and 1,300 years ago (Jaffke 2006:5). Martis' sites represent an adaptation that involved hunting large game like deer, antelope, mountain sheep, and collecting and processing seeds of conifers and grasses.

Hull (2007:182) points out significant archaeological differences between the Martis complex and the subsequent Kings Beach complex, represented between 1,500 years ago and the Gold Rush (A.D. 500 to 1850). Differences include a shift from darts to arrows, decreasing use of basalt in favor of chert and obsidian, the introduction of bedrock mortars found on numerous outcrops in the mountains. Jaffke (2006:6) also cited these technological changes are apparent in the archaeological record, stressing the importance of bedrock milling the past 500 years, and the replacement of basalt spar and dart points with small chert and obsidian side-notched or contracting-stem arrowheads between 1,500 and 750 years ago (A.D. 500 to 1250). Rosegate and Gunther series points mark the Early Kings Beach phase from 1,300 to 800 year ago (A.D. 700 to 1200), while Desert Side-notched and Cottonwood series points are typical of the Late Phase from 800 to 150 years ago.

Central Valley Prehistory

Rosenthal, White, and Sutton (2007:147-163) recently summarized the prehistory of the Central Valley. The archaeological chronology they propose begins with the Paleo-Indian period over 10,500 years ago (11,550 to 8550 B.C.) followed by a lengthy three-part Archaic period from about 10,500 to 900 years ago (8550 B.C. to A.D. 1100), which is then followed by the final emergent period that lasted until colonization. There is no documentation related to Sacramento Valley and the earliest chronological phases; however, sporadic finds in southern San Joaquin Valley represent these earlier periods. Archaeologists suggest trends in the Archaic Period including increasing population density, sedentism, specialization, and association with a variety

of atlatl dart points. The bow and arrow, which required a variety of much smaller projectile points, is associated with the Emergent period.

Evidence of occupation during the Lower Archaic (8550 to 5550 B.C.) is sparse. Generally, younger alluvium deposits bury these sites. Studies at the Buena Vista Lake Site (CA-KER-116), located in the San Joaquin Valley identified stone crescents, a fragment of a stemmed projectile point, a carved stone atlatl spur, and a few flaked—stone tools (Rosenthal, White, and Sutton 2007:151). Large proportions of heavy reworked points indicate a hunting reliance on game animals such as deer and pronghorn. Much of Rosenthal, White, and Sutton's interpretation for the Lower Archaic in the valley derived from surrounding sites in the Sierra Nevada and Coastal Range foothills dating to this period. Sites surrounding the valley show a reliance on plants, evidence by abundant handstone, milling slabs, and cobble-core tools played an important role in the economy of big-game hunting.

Rising sea levels at the beginning of the Middle Archaic (ca. 5500 B.C) created today's familiar valley environment of the Sacramento-San Joaquin Delta (Rosenthal, White, and Sutton 2007:152). It is during this period that distinct foothill and valley traditions emerged. A sedentary population with distinct material culture settled along major waterways in the valley during this period between 3,000 and 2,750 years ago (1850 to 750 B.C.). The increasingly diverse artifact assemblage from this period includes a bigger variety of projectile points and milling equipment, as well as ornaments and beads from a variety of materials, fishing equipment, and obsidian from distant sources in the coast range and east of the Sierra Nevada. The refined and specialized tools and features that prevailed signal year-round residential occupation labeled the Windmill pattern (see Moratto 1984:185 and Rosenthal, White, and Sutton 2007:154).

Chartkoff and Chartkoff (1984:117) describe the Windmill tradition as the earliest permanent occupation in the Delta region of the Central Valley. Traditions in the foothills, by contrast reflect occupation throughout the entire Middle Archaic. However, generally they do not contain the diversity of artifact types found in later Windmill assemblages, but rather, limited to primarily flake and groundstone tools strictly related to acquiring and processing food. During the Middle Archaic, the foothill populations acquired much of the tool-stone used locally.

Characterization of the Upper Archaic, which lasted from about 2,500 to 900 years ago (500 B.C. to A.D. 1100) in the Delta region of the valley includes villages defined as the Berkeley Pattern (Rosenthal, White, and Sutton 2007: 156). These sites contain large accumulations of habitation debris, features, refined ornaments, and very large ceremonial blades. The gradual shift to the Berkeley pattern demonstrated by a substantial increase in the use of bone, mortars, and pestles (Moratto 1984:210). There is repeated evidence that Windmill site patterns during this period in Sacramento- San Joaquin Delta (Moratto 1984:210; Rosenthal, White, and Sutton 2007:156).

The introduction of the bow and arrow led to dramatic changes in projectile point size and shape (Krautkramer 2009). This shift also defines the onset of the Emergent period, which began in the Sierra Nevada foothills about A.D. 1000 and lasted until the Colonial era. Sites of this period are commonly associated with ethnographically known settlements and use areas. Many of the Archaic signatures described above and presumably cultural traditions, disappeared throughout the Central Valley (Rosenthal, White, and Sutton 2007:157). For example, eventually the atlatl

was abandoned. The shape of the arrow points in the Central Valley changed during this period. Gunther styles dominate the early Lower Emergent period sites, while small corner notched and desert series points reflect occupation during the Upper phase (Rosenthal, White, and Sutton 2007:158). People living in the Delta Region of the valley and adjacent regions also created distinct, deeply serrated arrow points common only during the Lower Emergent period.

Ethnography

The project area is within the territory of the Southern Maidu or Nisenan (Wilson and Town 1979:837). Stephen Powers' (1877:316) ethnographic work in the 1870s indicated a very dense population of "Nishinam" along the Bear River, naming 18 villages between Sacramento and the mountains and suggest three times that number likely existed. The Southern Maidu inhabited the American River drainage plus the Bear and Yuba Rivers, tributaries of the Feather River (Kroeber 393), extending from the Sierra Nevada Summit to the Sacramento River (Matson 1972:39).

The Nisenan-Maidu spoke three distinct dialects. The Northern Hill in the Yuba and Bear watersheds; Southern Hill on the American River; and the valley congregated by the Sacramento River, with further dialectical diversion evident (Selverston 2011). Northern Hill Nisenan represents the study area. Nisenan is a member of the Maiduan language family, attributed to the Penutian language stock. This also includes the Knokow Maidu, Chico Maidu, and Mountain Maidu. Throughout the area extending from the American River watershed northward to the Feather River, Lassen Peak, and Honey Lake, the Maiduan languages were spoken (Riddell 1978:372). Linguist Victor Golla (2007:77) proposed that Maiduan speakers migrated from northwestern Great Basin into the Sierra Nevada where they were separated about 1,000 to 1,200 years ago, and that these Penutian speakers integrated elements of the preceding Hokan language similar to Washoe. Other Penutian-speaking people from a contiguous block extending along the west slope of the Sierra Nevada across the Central Valley, and into the San Francisco and Monterey bay areas, with cousins in Oregon and as far north as southeastern Alaska, this indicating various groups migrated at different times (Selverston 2011).

The Hill Nisenan based themselves in the foothills. In the spring and summer, groups moved into the mountains, and in the fall returned to below the snowline where they stayed through the winter. At the lower elevations, they participated in the acorn harvest and took advantage of the salmon runs (Carlson 1986:5, 28). Settlement was transitory, with villages relocated within a decade, and individual lodges perpetually moved, especially on the death of one of the inhabitants. They selected locations with southerly exposure on open, flat ridgetops, gentle slopes or mid-slope benches, and large flats along major streams (Carlson 1986:8, 9,11, Wilson and Towne 1978:389). Boundaries of village communities are not exact, and various factions shared resource areas. Groups from Auburn, Colfax, and Foresthill apparently maintained relations with the tribelet around Grass Valley, evidenced by all of these groups using burial grounds between Grass Valley and Nevada City (Carlson 1986:16). The Maidu and Washoe reportedly shared the headwaters of the Yuba and Bear drainages above the snowline for hunting, although some informants reported that Hill Nisenan would attack small hunting parties of Washoe (Carlson 1986:7, 24).

The basic social unit was the nuclear monogamous family with grandparents and unmarried relatives in a single dwelling. Six (6) or so conical pithouse dwellings with one or more acorn

granaries formed a village (Matson 1972:40). It was common for a family group to live away from the main village. About a dozen villages united under a headman, often called chief or captain, each grouping-or tribelet-typically acted as a unit. The chief's village had a large semi-subterranean circular earth-covered building functioning as a large assembly or dance house (Matson 1972:40). Away from villages were seasonal camp, quarries, and ceremonial grounds, trading sites, fishing stations, and hunting grounds, cemeteries, river crossings, and battlegrounds (Wilson and Towne 1979:389).

Interview with Lizzie Enos (ca. 1881-1968) conducted between 1957 and 1963 and notes from conversations with Mr. Kelly of Nevada City, Norman Wilson (1972) provided detailed information on the traditional food-ways of the Maidu. Enos' learned traditional knowledge when she was a child directly from her grandparents. Her memories described those days at the close of the 19th Century, as "an open country systematically utilized by her group in search of food" (Wilson 1972:32).

Acorns, especially from the California black oak were staple food of the Nisenan-Maidu. The relied on five species of oak that occur between 1,000 and 3,000 feet and that population centers were probably located within this elevation band where maximum availability of utilizable plant material would have occurred (Erskian and Ritter 1972:29). Matson (1972:42) argued that the most valuable resources used by the Maidu are the oak, pine (particularly gray and sugar pine), and salmon because these are concentrated and fixed geographically, and all procured at the same elevation. Deer and other types of fish, rabbit, fowl, grasshoppers, seeds and grass, bulbs, hazel nuts, manzanita, and mushrooms supplemented oak, pine, and salmon (Wilson 1972).

Historical Context

The 1848 discovery of gold at Sutter's Mill by James Marshall created an almost immediate influx of eager gold seekers into the Sierra foothills. The discovery of gold led many men to search for it throughout the foothills of the Sierra Nevada mountain range. John Rose was one of the first European settlers to build a permanent structure in Nevada County. He built his trading post for Native Americans and gold seekers several miles south of Bridgeport. By 1849, with the influx of emigrants to the South Yuba near Bridgeport, tent sites along the river sprang up, creating camps with names like Frenchman Bar, Banjo Bar, Illinois Bar, Jones Bar, and Champion Bar (CDPR 1997). These camps and the expansion of the search for gold in the area created the need for quick and safe crossings of the South Yuba River. In many instances, early entrepreneurs constructed barges made from wagons and established ferry crossings at many of these original miner encampments. Very quickly, the ferry crossings gave way to the construction of more permanent wooden bridges. These early crossings and bridges were a significant source of income to their owners, especially as more enterprising men, constructed toll roads that led to the crossings. The Virginia Turnpike Company constructed one of these roads and river crossings.

In 1856, David Wood and eleven associates formed the Virginia Turnpike Company to build a 14-mile road from Anthony House, a stagecoach stop five miles south of Bridgeport, to North San Juan. By 1859, the Virginia Turnpike had become part of a wagon road from Marysville, California to Virginia City, Nevada. Known as the Henness Pass Road. This route was the lowest and most heavily traveled emigrant trail through the Sierra Nevada Mountains to Virginia City. During the gold rush it often served as a supply road for the Comstock mines in Nevada

because it connected a port on the Feather River in Marysville to Virginia City by way of the Henness Pass. The lower elevation of this pass allowed it to stay open longer than other higher passes through the Sierra Nevada Mountains.

Devastating floods on the river in 1861 washed away all of the earliest bridges constructed. Later in 1862, David Wood, using lumber from his mill in Sierra County constructed the covered Bridge at Bridgeport to replace the washed out bridge for the Virginia Turnpike. The Bridge served miners traveling from San Francisco and the Central Valley to California gold mines in Nevada County and those traveling to the Comstock Lode in Nevada. Records indicate that Wood collected between \$4,000 and \$5,000 per month in tolls and between 1860 and 1868. Traffic along the entire route was so heavy that freight wagons traveled by day and stagecoaches drove at night. Despite the bustling business, David Wood and the Virginia Turnpike Company declared bankruptcy in 1866. The bankruptcy was a sign of the beginning of the end of the profitability of toll roads for overland freight as the era of railroads began with the completion of the Central Pacific Railroad in 1869 (DPR 1997; Bennett 2002 HAER CA-41, accessed October 22, 2013).

David Wood moved to Wheatland in 1868 where he died in 1875. In 1869 he sold the Virginia Turnpike Company and the Bridge to J.M. C. Jasper and his son Samuel Wood for \$500, most likely because the bankruptcy caused by the completion of the railroad. The Bridge still supported local commerce and mines, however. In January 1900 Samuel Wood renewed his license to charge tolls but by 1901 Nevada County had assumed ownership of the Bridge and declared it a free and public highway, marking the end of its private ownership 1869 (DPR 1997; Bennett 2002 HAER CA-41, accessed October 22, 2013).

In 1918, when the state authorized the construction of the new state highway system including Highway 49 the road's importance even as a local route diminished once again, though it remained open as a local road. Cars were allowed to cross the Bridge until 1972 when Nevada County condemned two acres surrounding the Bridge. At this time the county opened a new concrete bridge constructed upstream of the covered Bridge. In 1978 State Parks began acquiring property for a state park along the Yuba River and by the mid-1980s the non-profit group Sierra Challenge sold the state 300 acres that included the Bridge 1869 (DPR 1997; Bennett 2002 HAER CA-41, accessed October 22, 2013).

Chronology of Bridge History

The following Chronology from the Historic American Engineering Record (HAER) Supplement (Bennett 2002):

- 1848 - Gold discovered in California
- 1849 - Gold discovered on South Yuba River
- 1851 - Miner Robert Wilson describes Bridgeport as "*a little town at a bridge*"
- 1856 - Virginia Turnpike Company formed
- 1858 - Toll bridge built at this site
- 1859 - Virginia Turnpike becomes part of Henness Pass route through the Sierra Nevada Mountains
- 1862 - Bridgeport Bridge destroyed in a flood and subsequently rebuilt
- 1876 - David Wood's son Samuel becomes sole owner of the Virginia Turnpike Company

1901 - Samuel Wood sells Bridgeport Bridge to Nevada County
1934 - Bridgeport Bridge recorded by the Historic American Buildings Survey
1948 - Bridgeport Bridge designated California Historical Landmark No. 390
1962 - Bridgeport Bridge slated for demolition
1969 - Nevada County Historical Society raises \$3,000 for bridge rehabilitation
1970 - Bridgeport Bridge rehabilitated
1970 - Bridgeport Bridge designated a National Historic Civil Engineering Landmark
1971 - Bridgeport Bridge listed on the National Register of Historic Places
1973 - Bridgeport Bridge bypassed
1984 - State of California assumes ownership of Bridgeport Bridge
1985 - Bridgeport Bridge recorded by the Historic American Engineering Record
1997 - Bridgeport Bridge rehabilitated after flood damage
2002 - Bridgeport Bridge recorded by the Historic American Engineering Record

CULTURAL RESOURCES

Archival research yielded significant material related to the archaeological and historic resources in the park, and in particular, the Area of Potential Effect (APE). This search indicates the park and the currently proposed project area have been the subject of numerous cultural resource inventories and at least one subsurface investigation beginning in the 1970s.

Investigations in the 1970s were in support of the Parks Bar Dam Project directed by the USACE. Investigations associated with SYRSP began in the early 1990s for the South Yuba River Project (Hines 1996). The South Yuba River Project included the lower 20 miles of the South Yuba River and consisted of parcels along the river corridor from the confluence of the South Yuba River and Englebright Reservoir, and upstream to the Forest Service Boundary near Malakoff Diggings State Historic Park. One of the first parcels acquired for the South Yuba River Project was the historic Bridgeport area, which included 643 acres, which includes the currently proposed project area.

Results of these past investigations assisted in the identification of cultural resources in the Area of Potential Effect (APE), directed work in support of the current project, and aided in the development of resource protective measures based on the scope of work and resources present in the APE.

Archaeological and Historic Resources in Project Area

There are six previously recorded archaeological sites in the Bridgeport area at South Yuba River State Park; however, in 1990 and 1995 two sets of sites based on locational information were combined (CA-NEV-124/CA-NEV-125H and CA-NEV-177/CA-NEV-534H). Of these previously recorded sites only CA-NEV-124/125/H is located in the APE. The other sites are well out of the project area, with no threat of impact from stabilization activities for the covered bridge.

The focus of this project is stabilization of the historic Bridge, which is a structure associated with the historic Virginia Turnpike (P-26-003282), which traverses CA-NEV-124/125/H (designated as

feature B in the 1990 site record). In support of this project, CSP updated the site record for CA-NEV-124/125/H and created a new site record for the turnpike and bridge (Virginia Turnpike/Bridgeport Covered Bridge Site), which is considered a separate site from CA-NEV-124/125/H. The update included documentation on the existing conditions at the site today.

Archaeological Resources – CA-NEV-124/125/H (combined 1990) is a multi-component site comprised of archaeological features and deposits, linear features, and structures. CA-NEV-124 represents the prehistoric component and CA-NEV-125H the historic, which includes remnants of historic Bridgeport (the Cole/Kneebone Ranch), remnants of the Bridgeport Pleasure Resort, and a segment of the Virginia Turnpike (road) traverses the site. Today, several modern buildings and features are present in the site.

The prehistoric component of this dual component site consists of three bedrock mortars. A site record update in 1975 describes the resource as a “midden site associated with two bedrock mortar pits” on two separate boulders. There was no mention of prehistoric artifacts associated with the midden. The midden reportedly located along the western side of the road (Virginia Turnpike). A site record update for NEV-125H in 1990, again mentions the presence of two mortars and midden soil; however, during a 1994 survey and during this current investigation the midden was not located in the described area. Hines (1996) suggests the previously identified midden soil is misidentified since a dairy barn once stood in the same location and the dark soil the result of nitrogen rich soils from associated barn activities.

During the 1996 investigation, several archaeologists re-examined the two mortars and determined it was questionable if either cup is a mortar. Both are awkwardly situated and would have been difficult to utilize. Hines suggests the cups, which are located on meta-volcanic boulders, may be air pockets. Field studies for this current project concluded the holes are mortar cups; however, the boulders are not in-situ, which could explain their awkward placement. An additional bedrock mortar rock with one cup is located east of park’s visitor center in the grassy landscape portion of the park. The milling feature is not in-situ, but rather, brought into the area during park development and associated landscaping activities.

Since the Area of Direct Impact (ADI) is located within the boundary of CA-NEV-124/-125/H, the entire site was included in the APE; however, due to the limited scope of work including minimal associated ground disturbance, potential impacts to cultural resources are contained to a limited geographic area. Additionally, the focus of the project is to stabilize the historic Bridgeport Covered Bridge, which includes work on ramps into the bridge. Except for the covered bridge and a small section of the associated Virginia Turnpike, no other significant resources are present in the Area of Direct Impact (ADI).

Built Environment - Bridgeport Covered Bridge and Virginia Turnpike

Formerly, the Bridge and the turnpike were recorded as features of CA-NEV-125H (CA-NEV-124/125/H); however, for this current project the Bridge and turnpike were record as a separate site from CA-NEV-124/125/H. The historic Bridge is listed on NRHP (No. 71000168; is a California Historic Landmark (NO. 390), and documented by both the Historic American Buildings Survey (HABS No.CA-1401) and HAER No.CA-41. The National Register Nomination pre-dated the inclusion of criteria for eligibility or a period of significance. This vital information was

updated this project.

The following description of the Bridge is directly from HAER CA-41 (Bennett 2002:5-6):

The Bridgeport Bridge is a single-span Howe truss wooden covered bridge with an auxiliary wooden arch. The total length of the Bridge is 229-feet (portal to portal), with a clear span of 208-feet. The truss is approximately 18-feet high from the top of the upper chord to the bottom of the lower chord and 19-feet wide overall, with a roadway width of 15-feet and 6-inches. Each truss has 24 panels and two end panels, each of the main panels measuring 8-feet and 9-inches on center.

The Douglas fir trusses are framed in the manner patented by William Howe in 1840. The upper chord is composed of seven 3-inch by 16-inch planks laid flat and bolted together with $\frac{3}{4}$ -inch diameter rods. The lower chord is comprised of seven 2-inch by 15-inch planks fastened together in a similar manner. The chords are connected by paired 4-feet and $\frac{1}{2}$ -inch by 10-inch wooden diagonals (angling down and out from the center of upper chord), intersected by single 4-feet and $\frac{1}{2}$ -inch by 8-inch wooden counter braces, pairs of vertical 1 1/4-inch square wrought iron rods at each panel point, and 9-foot and $\frac{1}{2}$ -inch by 14-inch vertical wooden endposts. The diagonals and counter diagonals are fastened together with 1-inch diameter threaded rods at their intersection. The end panels have single crossed 7-feet and $\frac{1}{2}$ -inch by 14-inch diagonals, notched and bolted together, and a pair of vertical rods next to the end posts. The diagonals bear on triangular cast iron thrust block assemblies at the upper and lower chords, while the rods pass through openings in the casting and through the chord, where they are fastened on the far side with a plate and nuts.

Each truss is flanked by a pair of auxiliary segmented timber arches. Each arch is comprised of 5-inch by 13-inch by 20-foot timbers, butted end-to-end, and fastened to the diagonal truss members with threaded rods and nuts. There are wooden spacer blocks wedged between the arch and counter diagonals. The arches spring from cast concrete skewbacks on the face wall of the abutments, rise approximately 20-feet to the crown and span 208-feet. The arches are tied to the skewbacks with steel plates and rods.

The lower chords of the Bridge rest on wooden bolster beams (6-inch by 12-inch timbers bolted together) on top of the abutment face walls. The mortared stone abutments appear to have been rebuilt at an unknown date. At each panel point, a 12-inch by 12-inch transverse floor beam is bolted to the bottom of the lower chord. There are nine lines of stringers laid longitudinally on top of the floor beams. The deck is two layers of 1-foot and $\frac{1}{2}$ -inch by 11-inch plank flooring laid diagonally on the stringers, with longitudinal running boards on top.

The roof system (all new) bears on 3-inch by 12-inch tie beams below the upper chord at each panel point. Lateral bracing consists of 3-inch by 8-inch timbers notched into the upper chord at every other panel point. The rafters frame into the

upper chord and are spaced approximately 2-feet apart. There are collar ties between the rafters. The gable roof is covered with wood shingles fastened to longitudinal wooden purlins (spaced at 2-foot intervals) on top of the rafters.

The exterior of the Bridge is covered with wooden sugar pine shingles to the eaves, with the outline of the arch clearly visible. The shingles are fastened to $\frac{3}{4}$ -inch by 2-feet and $\frac{1}{2}$ -inch lathes on $1\frac{3}{4}$ -inch by 3-inch vertical nailers on the exterior faces of the trusses. The portals are straight with squared openings, open gables, and heavy timber sway braces between the end posts and the tie beam. There are three 30-inch by 33-inch window openings on each side of the Bridge, in the center panel and the fourth panel from each end.

Known Alterations to the Bridge:

1971 –

According to construction documents prepared and stamped by Gillett Harris Duranceau Associates on July 29, 1971 (on file CSP), the original Bridge abutment wall was raised approximately 2-feet and 6-inches. The drawings detail the extension of abutment walls with a 12-inch wide concrete stem wall that was covered by a 4-inch grouted rock veneer and new concrete cross walls and a native stone gravity wall on the ends of the Bridge to support the new height. In addition to the concrete and stone work, other alterations to the exterior deck included adding on to the bottom cord at both ends of the Bridge by constructing solid wood fillers near the abutments. These 4-inch by 12-inch beams span the width of the Bridge and are connected to the existing cross beam by 2-inch by 12-inch cross bracing and 2-inch by 12-inch vertical braces. All connections were specified as $\frac{3}{4}$ -inch diameter bolts.

These plans also show that on the interior of the Bridge, the entire deck was replaced with new 3-inches by 12-inches boards in the diagonal pattern at this time. The lumber specified for the deck was “Douglas Fir-Coast Redwood graded in accordance with the West Coast Timberman's A530 Grading Rule #15-inches. Other alterations at that time included additional 1-inch by 3-inch nailers along the verticals of the arches and around the window frames.

Based on the description of work completed in 1997, as discussed below, additional guy wires, concrete anchors and steel cross ties/truss rods were also part of the work performed by the County in 1971.

1997 -

Because of the heavy storms of January 1997, the South Yuba River overflowed flooding Bridgeport and damaging the Bridge. In a report about the flood (Williams 2010) Mike Williams, the District Maintenance Chief at the time of the flood stated:

Park Superintendent Ray Patton and myself watched as the water came up into the Bridge. At that time, we had thought that the Bridge structure itself would fail if the high flow continued for any length of time. As the water entered the Bridge, the force from the hydraulic flow tore a hole along the bottom plate of the decking along the west side of the Bridge. As this happened, the flow increased inside and the west side of the Bridge, shake siding, began to peel off all at once.

The force of the rising water brought flood debris down into the Bridge. This debris began piling up on the west side. The 1-inch guy wires, (cables that prevent wind loading) began to fail. The cable on the southwest end snapped. A large tree came down and broke the arch at the southwest location. The arch came off and went down the river. The stress of the arch no longer supporting the Bridge resulted in a crack in another arch piece in the area around bent 9 and 10.

Williams stated that there were no state funds available for repair so he applied for and received Federal Emergency Management Agency (FEMA) funds to repair the Bridge. He hired Images Design Group, an architectural firm from Grass Valley to prepare drawings of the Bridge then he hired an engineering firm from Reno to perform engineering and structural calculations to help prepare the plans for the repairs. He awarded the \$760,000 contract to SW Allen Construction of Sacramento. Williams provide the following description of work in his report:

The scope of work was to remove the Bridge structure itself from both the north and south abutments. Using a large crane we installed 10 separate sets of staging resting on 1-inch steel plates installed in the riverbed. Each side of the staging had large hydraulic jacks, which were used to raise the Bridge. Jacking up the Bridge was slow, difficult and time consuming. After the Bridge was safely resting on the staging we could begin to replace the necessary pieces. We would then take the Bridge frame apart and began replacing the various pieces of damaged structure. While the Bridge was apart I repaired both abutments and stabilized the rock veneer and abutment steel.

We replaced over 20 sections of arch and at least that many cross braces. In addition we replaced decking and under pinning structure as necessary. Once this process was complete we re-attached the Bridge to both abutments and began to re-side the exterior portion with 36-inch sugar pine shakes that I had made special for this project. This portion of work required staging on the exterior west and east sides of the Bridge. All materials, timbering, x-braces and arches etc. were milled in Yuba City. All pieces had to replicate the original historic fabric. Because the Bridge is listed on the national register all components had to be replicated in kind.

One of the things I did do during this construction/repair was to remove all non-historic elements such as guy wires, concrete anchors and steel cross ties/truss rods. With engineering and appropriate research, we felt the original construction of the Bridge would suffice to support itself. The Howe Truss and Burr Arch were a design that easily supported the Bridge by itself. The non-historic elements were installed by the county prior to the state acquiring the Bridge. These non-historic features were installed to prevent wind load, sagging and twisting of the structure itself. These elements were also used as a band aid where proper maintenance over the years had not been performed.

The repair was completed late fall of that year.

2014 Phase I Stabilization -

In 2014 the Bridge was temporary stabilized due to emergency conditions. Currently both entrances are blocked by temporary cyclone fences. Four (4) 4-inch by 12-inch by 24-inch temporary wooden blocks are bolted inside the Bridge to provide blocking for the temporary anchor system that was part of the emergency stabilization project. That project also installed two I-beam steel frames under the Bridge with threaded steel rods and anchored to concrete footings on the sides of the riverbank. The concrete anchors for the temporary stabilization measures are also evident at the entrances to the Bridge. On both sides the soil tension anchors are set approximately 40-feet away from the Bridge. They are set on 4-feet by 3-feet buried pedestals with 20-inch by 20-inch concrete pillars angling away from the Bridge. While most of these pillars are buried below grade, they extend above grade by approximately 48-inches on the north and approximately 24-inches on the south. The I-beams are attached to these footings by tensioned steel cables and were installed in a) reversible way and in compliance with the Secretary of the Interior's Standards. The cables and steel will be removed and the concrete footings cut below grade. Phase II calls for the removal of structural elements installed during Phase I stabilization efforts.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Cause a substantial adverse change in the significance of a historical resource, as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project cause a substantial Adverse change in the significance of a Tribal Cultural Resource as defined in §21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) Historical Resources – The project area encompasses intact segments of the historic Virginia Turnpike and the Bridgeport Covered Bridge. As discussed above, the Bridge is listed on the NRHP. Its early listing (1971) predated the inclusion of the criteria for eligibility or a period of significance. An updated record that combines the segment of the Virginia Turnpike and the Bridge was prepared as part of this document. While an update to the NRHP was not completed, for the purposes of this project, it is assumed that the segment of the Virginia Turnpike within the project's APE is potentially eligible for listing and will be treated as an eligible historic resource.

Bridgeport Covered Bridge

As previously discussed, Bridge is listed on the NRHP. It is also a California Historical Landmark (No. 390) and has been documented by the HABS No. CA-1401 and HAER No. CA-41. It has also undergone two previous stabilization/rehabilitation efforts (1971 and 1997). A temporary emergency stabilization was also completed in 2014 due to a predicted El Niño storm season and results of a 2014 timber testing study that revealed extensive structural damage to the wooden timbers. This inspection determined that the Bridge was unstable and required immediate stabilization.

As fully described above, the work from the various previous interventions included but was not limited to raising the Bridge at least 2-feet and 6-inches; replacing the decking and shingles (at least twice); modifying the abutments and replacing 20 arches and at least as many cross braces in-kind. The 1997 rehabilitation followed the Secretary of the Interior's Standards for Rehabilitation.

Virginia Turnpike

The Virginia Turnpike started as a toll road serving the local mining community, became part of a key transportation corridor between a port on the Sacramento River and the Comstock in Nevada and, after the opening of Highways 20 and 49, returned to its roots as a local road before the Bridge was decommissioned in 1972 when a new bridge was constructed upstream. Most of the Virginia Turnpike was significantly altered when Pleasant Valley Road was built and Lake Wildwood was created. The reroute of the road for the new bridge at Bridgeport allowed a small segment on each side of the original alignment to remain protected.

While both the road and Bridge remain, prior to the construction of the new bridge, Nevada County had altered both. The alterations to the Bridge are discussed above, though the alterations to the road may not be as clear because the 1997 alterations to the Bridge included rehabilitation of the approaches to the Bridge as well. The 1971 Bridge stabilization included raising the Bridge 2-feet and 6-inches. In 1997 the grade was changed to 4.2% on the south approach and 2.5% on the north. The 1997 work also included removing the asphalt and adding to existing mortared rock walls to retain the road on both sides of the Bridge. Based on photos of the 1997 work (**Figure 4**), these walls were partially covered in asphalt but the plans provided for a maximum height of the new segments of the stone wall to help meet the new grade.

Bridge Stabilization

The proposed rehabilitation work in this project includes but is not limited to increasing the height of the Bridge an additional 12-inches by installing a new concrete stem wall on top of the existing non-historic (ca 1971) wall; removing and replacing in-kind damaged Bridge trusses, bolster beams, roof structure, shingles (walls and roof), and floor decking; removing and replacing cast iron tension rods with galvanized steel rods finished to match the look of the original rods; and installing new concealed steel frames at both the north and south entrances of the Bridge.

The proposed rehabilitation work does not have a potential to cause a substantial adverse

change in the significance of the road or the Bridge because they will have a less than significant impact on both resources. With the exception of addition 1-foot height change, the change in material on the tension rods and the new steel supports that will be concealed at both entrances, all work is replacement in kind of either historic fabric or replacement materials from the previous stabilizations.

The Bridge was raised in 1971 and the extra 1-foot that will be gained by extending the concrete abutments built then is not a substantial change to the look or feeling of the Bridge. By leaving the added abutment concrete and not concealing it in matching stone veneer, the alteration will be obviously newer than the 1971 work. The setting was already compromised by the construction of the new concrete Bridge to the north and the previous alteration to the height of the Bridge so the extra foot is not changing it from its original height.



Figure 4: Asphalt road leading to Bridge

Not all of the cast iron rods will be replaced. Original representative samples will be left at both ends of the Bridge. The rods that will be replaced not be replaced in kind. They will be a modern steel that meets all engineering standards but will match the look of the historic cast iron rods in color and shape. Using alternate materials is acceptable under the Secretary of the Interior's Standards of Rehabilitation if a historic material or craftsmanship is no longer available, if the original materials are of poor quality or if specific code requirements preclude the use of historic materials. Cast iron is no longer a viable metal and no source who could provide appropriate material was discovered. While the original materials have withstood the test of time, modern cast iron does not calculate to meet modern engineering standards.

The steel support towers that will be located inside both entrances to the Bridge will not be visible from the exterior or to anyone approaching the Bridge. While they will be placed behind wood beams on the interior, there is a chance they would be visible to someone exiting the Bridge but they will be colored dark so they will not stand out. With the low lighting inside the Bridge and the use of the steel as a support instead of wood, these supports will not detract from the original design of the Bridge. They will blend and while still visible they will be seen as an obviously modern engineering intervention.

The structural materials (bolster beams and trusses) that will be replaced instead of repaired were identified in the 2014 timber study so only structurally unstable pieces that cannot be repaired will be replaced and they will be



Figure 5 –1997 Bridge Siding

replaced in kind. As evident in the photos (**Figures 4 and 5**), the work in 1997 was a major rehabilitation. As a result of this work, it is clear that all shingled siding and roofing was replaced. It will be replaced in kind again.

ADA Improvements

While the major goal of this project is the rehabilitation of the Bridge, another component is ADA improvements. Construction activities related to these proposed improvements include but are not limited to removing non-historic asphalt in the parking lot and replacing it with concrete; creating an ADA path from the parking lot to the Bridge and providing a removable mat that can be rolled out over the Bridge to provide a proper rolling surface for wheelchairs.

These activities will not have the potential to cause a substantial adverse change in the significance of the road or the Bridge because they will have a Less than Significant Impact on either resource. The asphalt parking lot is not historic and replacing it with concrete will not substantially change its current look; the path will be crushed aggregate that will blend with the existing surface which is a rehabilitated surface dating to 1997 and the mat is a temporary and removable surface that is designed to be portable.

- b) **Archaeological Resources** – Archival research and field investigations indicate the project area is located within the boundary of the Virginia Turnpike/Bridgeport Covered Bridge Site and a multi-component site (CA-NEV-124/125/H) consisting of artifacts, features, and structures related to prehistoric and historic occupation. However, there are no known archaeological resources located within the Area of Direct Impact.

To insure the protection of documented and undocumented archaeological resources during construction activities (including but not limited to earth movement, plant removal, staging areas, or operation of equipment) the following Standard Project Requirements and Specific Project Requirements will be adhered to: CULT-1 Previously Undocumented Resources, CULT-2 Archaeological Monitoring, and CULT-3 Environmentally Sensitive Area. No Impact.

- c) **Human Remains** - The probability of encountering human remains or burial artifacts during Bridge stabilization work is unlikely. Archaeological resources are not documented the APE where project work is planned and there is no evidence to suggest such remains are present in the greater APE including CA-NEV-124/25/H. No Impact.

To address the unlikely inadvertent discovery of human remains during project work, the Native American Heritage Commission (NAHC) has developed a protocol for the treatment of such discoveries. Implementation of this protocol will maintain impacts at a “less than significant” level. Refer to Standard Project Requirement CULT – 4 Human Remains Discovery.

- d) **Tribal Cultural Resources (TCR)** – CSP contacted ten tribes and/or individuals regarding this project from a list provided by the NAHC. Contact included letters, emails, and follow-up phone calls. Two tribes responded to consultation efforts by CSP, with the UAIC being the most active. Only one tribe, the United Auburn Indian Community of the Auburn Rancheria (UAIC) is on the list for PRC 21074 notifications related to CEQA projects.

After numerous discussions and a field meeting with the UAIC it was concluded that this project would not cause a substantial “Adverse” change in the significance of a Tribal Cultural Resource as defined in §21074. No Impact.

Conditions, Minimization or Mitigation Measures	
SPR CULT 1	Previously Undocumented Resources
	If previously unknown cultural resources (including but not limited to dark soil containing shell, bone, flaked stone, ground stone, or deposits of historic material) are discovered, work shall immediately cease within 10 feet of the find(s) and notify the State’s Representative of the location and description of the find(s). Contractors shall be directed to other project tasks. Contractors shall not work in the area until receipt of written approval from the State’s Representative to resume activity in the area of the discovery.
SPR CULT 2	Archaeological Monitoring
	Contractors shall allow on-site archaeological/Native American monitoring at the discretion of the CSP-approved archaeologist/Native American monitor.
SPR CULT 3	Environmentally Sensitive Area
	The areas outside of the of the ADI within CA-NEV-124/125/H will be enclosed within a non-permanent, non-ground disturbing, temporary construction fencing.
SPR CULT 4	Human Remains Discovery
	<p>In the event that human remains were discovered, work would cease immediately in the area of the find and the project manager/site supervisor would notify the appropriate CSP personnel. Any human remains and/or funerary objects would be left in place or returned to the point of discovery and covered with soil. The CSP Sector Superintendent (or authorized representative) would notify the County Coroner, in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor would be responsible for notifying the appropriate Native American authorities.</p> <p>The local County Coroner should make the determination of whether the human bone is of Native American origin. In many of California’s historic townsites and rural communities, discoveries have been made of non-Native American human bone including non-Anglo.</p>

	<p>If the coroner or tribal representative determines the remains represent Native American interment, the NAHC in Sacramento and/or tribe would be consulted to identify the most likely descendants and appropriate disposition of the remains. Work would not resume in the area of the find until proper disposition is complete (PRC §5097.98). No human remains or funerary objects would be cleaned, photographed, analyzed, or removed from the site prior to determination</p> <p>If it is determined the find indicates a sacred or religious site, the site would be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Office and review by the Native American Heritage Commission/Tribal Cultural representatives would also occur as necessary to define additional site mitigation or future restrictions.</p>
--	---

VI. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

Geology

Nevada County is divided into four geologic terranes which include the Basin and Range Province, Western Metamorphic Terrane, Central Metamorphic Terrane, and Eastern Metamorphic Terrane. Within these boundaries are Paleozoic and Mesozoic metamorphic rocks, Paleozoic and Mesozoic plutonic rocks that intrude the metamorphic rocks, and Cenozoic volcanic and sedimentary rocks that locally overly both the metamorphic and plutonic rocks (Conservation, 1990).

The SYRSP Bridge project site is located within the Western Metamorphic Terrane and assigned to the Smartville Complex. The Smartville Complex consists almost entirely of mafic to intermediate volcanic, hypabyssal, and plutonic rocks which were formed along the magmatic core of an island-arc chain active during the Jurassic Period (Conservation, 1990). The Pleasant Valley Pluton underlies the fill at the North Bridge abutment. Rocky alluvial material underlies the fill at the South Bridge abutment.

The project site area does not have Alquist-Priolo zonation by the State of California. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The Northern California region is considered seismically active, and the site could be subjected to ground shaking in the event of an earthquake on one of the many active Northern California faults. The closest faults to the project site are the Foothills Fault System (Spenceville Fault) which is approximately 12 miles away from the project site (Geocon Consultants, Inc., 2015).

Soils

The USDA Natural Resource Conservation Service's Web Soil Survey has identified three soil maps units for the project area. These are: The Sierra-Rock outcrop complex, 30 to 50 percent slopes, Placer diggings, and the Ahwahnee sandy loam, 2 to 9 percent slope.

Sierra-Rock Outcrop Complex, 30 to 50 Percent Slopes

The North Bridge abutment falls within this map unit, which consists of 65 percent Sierra and similar soils, 20 percent rock outcrops, and 15 percent minor components (Auberry sandy loam, Shenandoah sandy loam and Ahwahnee sandy loam). The physical properties and qualities of this complex include well drained soils with high precipitation runoff potential as a result of the hill and slope landforms. While this soil unit is rarely flooded, it does have a moderately high capacity to transmit water through the soil (USDA, Web Soil Survey for Nevada County Area, Sierra-Rock outcrop complex, 2016).

Placer Diggings, 2 to 75 Percent Slopes

The South Bridge abutment falls within this map unit, which consists of 70 percent Placer diggings, and 30 percent minor components (Placer diggings fragmental, Mariposa, Aiken, Hoda, Musick, Horseshoe, Iron mountain, Josephine, Chaix, Cohasset, Sites, and Unnamed). The physical properties of this complex include a high to very high capacity to transmit water

through the soil. This unit is located on hill and sloping landforms (USDA, Web Soil Survey for Nevada County Area, California Placer Diggings, 2016).

Ahwahnee sandy loam, 2 to 9 percent slopes

The accessible parking stalls fall within this map unit, which consist of 85 percent Ahwahnee and similar soils, and 15 percent minor components (Auberry sandy loam, Rock outcrop, Ahwahnee deep, and Sierra sandy loam). The physical properties of this complex include a low to moderately low capacity to transit water through the soil. This soil is classified as Farmland of Statewide Importance (USDA, Web Soil Survey for Nevada County Area, California Ahwahnee sandy loam, 2016).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems, where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature? ☐ ☐ ☐ ☒

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Geology and Soils is based on criteria **VI** a-f, described in the environmental checklist above.

DISCUSSION

The project proposes to rehabilitate the Bridge at SYRSP.

- a) The proposed action does not have the potential to expose people or structures to potential adverse effects. See individual responses to items a (I-IV) below.
 - a. The project site is not located within an Alquist-Priolo Earthquake Fault Zone (APEFZ) as designated by the California Geological Survey. Additionally, a Geotechnical Investigation was conducted to evaluate the subsurface conditions within the abutment areas and provide geotechnical recommendations for design and construction of the rehabilitation project as presently proposed. No Impact.
 - b. The Bridge will be built with a primary seismic design goal to protect life and not to avoid structural damage. Seismic design for this project will be based on the 2013 California Building Code. No Impact.
 - c. Based on subsurface conditions at the site, including shallow bedrock and generally dense, cobble and boulder-laded alluvium, we do not consider seismic-induced liquefaction or dynamic instability (lateral spreading) to be significant hazards for the site. No Impact.
 - d. Implementation of avoidance and minimization measures will ensure that exposure to landslide will have No Impact.
- b) The project requires minor excavation of the floodplain for installation of temporary shoring materials. Upon completion of the project, all temporary materials will be removed and the floodplain will be backfilled with native materials per PSR GEO 1. This activity could result in temporary unstable soil conditions. However, these short-term increases in turbidity are minor and not expected to be greater than background concentrations after a storm event. PSR HYDRO 1 will ensure that soil erosion is Less than Significant.
- c) Rehabilitation of the SYRSP Bridge will not result in landslides, lateral spreading, subsidence, collapse or liquefaction. Based on subsurface conditions at the project site, including shallow bedrock and generally dense, cobble and boulder-laded alluvium, liquefaction or dynamic instability (lateral spreading) is not a significant hazard for the site. No Impact.
- d) No known expansive soils underlie the SYRSP Bridge abutments. Additionally, foundation excavations will ensure backfill soil placed behind the abutment walls will be primarily granular in nature. No Impact.

- e) The project does not involve the installation of a septic system or leach field. No Impact.
- f) No known paleontological resources exist within the project area, nor are they likely to be encountered by the proposed work. No Impact.

Conditions, Minimization or Mitigation Measures	
PSR GEO 1	Reuse of Native Materials
	Any soil resulting from excavation, trenching, etc. shall be used as backfill, whenever possible. Any imported new fill, such as pea gravel or soil, shall be from a certified-weed free source.
PSR HYDRO 1	Erosion and Sediment Control and Pollution Prevention
	<p>Contractor shall implement a Storm Water Soil Loss Prevention Plan that includes monitoring the weather forecast, conducting site inspections before, during, and after storm events.</p> <p>CSP will cease all construction activities if measurable rain event with 20% or greater probability is predicted within 24 hours. This probability is expected to be the threshold for creating runoff at the project site, and will be determined by monitoring the National Weather Service's forecast for South Yuba State Park, California. CSP defines "measurable rain" as any rainfall that can be detected. Protective measure to prevent water-quality alterations resulting from soil erosion and sedimentation will be implemented and maintained. Contractor shall perform daily inspections of sediment-control devices during storm events. In addition, sediment stockpiles from construction-related activities will not be stored in the floodplain.</p> <p>Construction operations, such as stockpiling of materials, storage of portable equipment, vehicles, and supplies shall be restricted to the designated construction staging areas. All construction operations shall be confined to the minimal area necessary. Ground disturbance in the floodplain shall be limited to the minimum necessary to achieve the project goal.</p> <p>Contractor shall restore the floodplain to its original condition and configuration to the maximum extent feasible. The pea gravel used during temporary stabilization of the bridge support towers will be removed prior to project completion.</p>

VII. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

California is the fifteenth largest emitter of greenhouse gases (GHGs) in the world, representing about two percent of worldwide emissions. In an effort to help curb global warming, new state laws regulating GHGs were enacted in 2006. Assembly Bill 32, the Global Warming Solutions Act, requires the State to implement a series of actions to achieve a reduction in GHG emissions to 1990 levels by 2020 (California Air Pollution Control Officers Association, 2008).

Through AB 32, the statewide cap for 2020 GHG emissions has been set at 427 million metric tons of carbon dioxide equivalents (MMTCO₂E). Reducing GHG emissions to this level means cutting approximately 30% from business-as-usual emission levels projected for 2020, or about 10% from today's levels. On a per capita basis, that means reducing our annual emissions of 14 tons of carbon dioxide per person in California down to about 10 tons per person by 2020.

In December 2009, the Natural Resource Agency adopted amendments to the *Guidelines for Implementation of the California Environmental Quality Act* addressing the significance of impacts for greenhouse gas emissions (California Natural Resources Agency, 2009). Section 15064.4 of the amended CEQA Guidelines states: "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project."

The project site is located in western Nevada County, approximately 10 miles west of Nevada City California, within the Mountain Counties Air Basin (MCAB). The Northern Sierra Air Quality Management District (NSAQMD) is a regional environmental regulatory agency (one of thirty-five local air agencies in California) whose primary responsibility is controlling air pollution from stationary sources. The Mountain Counties Air Basin is comprised of seven air districts: the Northern Sierra AQMD, which includes Plumas, Sierra, and Nevada Counties; a portion of the Placer County Air Pollution Control District (APCD) that consists of the central portion of Placer County; a portion of the El Dorado County AQMD, which consists of the western portion of El Dorado County; the Amador County APCD, which consists of Amador County; the Calaveras County APCD, which consists of Calaveras County; the Tuolumne County APCD, which consists of Tuolumne County; and the Mariposa County APCD, which consists of Mariposa County (California Air Resources Board, 2005).

California State Parks (CSP) has developed a "Cool Parks" initiative to address climate change within the State Park system. Cool Parks proposes that CSP itself as well as resources under its care adapt to the environmental changes resulting from climate change. In order to fulfill the Cool Parks initiative, CSP is dedicated to using alternative energy sources, low emission vehicles, recycling and reusing supplies and materials, and educating staff and visitors on climate change (CSP, 2008).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Greenhouse Gas Emissions is based on criteria **VII** a-b, described in the environmental checklist above.

DISCUSSION

a) Greenhouse Gas Emissions

In 2002 the California legislature declared that global climate change was a matter of increasing concern for the state's public health and environment, and enacted laws requiring the state Air Resources Board (ARB) to control GHG emissions from motor vehicles (Health & Safety Code §32018.5 et seq.). CEQA Guidelines define greenhouse gases to include carbon dioxide (CO₂), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The California Global Warming Solutions Act of 2006 (Assembly Bill 32) definitively established the state's climate change policy and set GHG reduction targets (Health & Safety Code §38500 et seq.). The State set its target at reducing greenhouse gases to 1990 levels by 2020.

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. 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." (CEQA Guidelines §15064(i)(1) and §15130).

In 2011 the CEQA Guidelines, Section 15064.4 Appendix G were modified to include thresholds of significance for Greenhouse Gases. The project would have potential significant impacts if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Due to the nature of the proposed project, CSP has determined that it is appropriate to assess potential GHG impacts qualitatively – as allowed by CEQA Guidelines §15064.4(a)2.

The proposed project could produce GHGs during fuel combustion while the bridge is being elevated/rehabilitated. Project vehicles and heavy equipment consists of a concrete delivery truck with pump, a flatbed trailer with semi-truck, a rubber tire man-lift, a 9 inch micropile drill rig, a rubber tire skid steer, and a 30-ton crane.

Some minor changes in types of equipment may be needed depending on the contractor

hired to complete the project. Not all vehicles and equipment would operate simultaneously. Some equipment would only be operating during certain stages of the project depending on the work being done. The proposed project would be under various stages of construction for approximately 120 days but the construction-related greenhouse gas emissions would be short-term. Therefore, the project construction phase would not significantly increase greenhouse emissions. No Impact.

SPR AIR 1 would require all construction related equipment engines to be maintained and properly tuned up (according to manufacturer's specifications), and in compliance with all state and federal requirements. This requirement is designed to reduce project-related emissions of CO₂ and N₂O.

- b) The State has not developed specific GHG thresholds of significance for use in preparing environmental analyses under CEQA, and the NSAQMD has not adopted GHG thresholds to determine significance. The Association of Environmental Professionals' document *Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*, states that emissions for criteria pollutants tend to follow similar patterns as the emissions for GHG emissions" (AEP, 2007). Therefore, it is reasonable to assume that if all other pollutants from the project are determined to be Less than Significant, the CO₂ emissions will also be Less than Significant. The proposed project would not violate Nevada County's air quality standards and would not result in a cumulatively considerable increase in emissions. Therefore, the proposed project would not generate significant GHG emissions and would therefore not conflict with the current State and Nevada County guidelines or any applicable plans, policies or regulations concerning GHG emissions.

To reduce potential GHG emissions due to project activities, the project would implement SPR AIR 1 to limit impacts to air quality and reduce GHG emissions during project activities. Implementation of this project requirement would ensure that the project would have a Less than Significant Impact.

Condition, Minimization, or Mitigation Measure	
SPR AIR 1	Air Quality
	<p>All active construction areas will be watered at least twice daily during dry, dusty conditions.</p> <p>All trucks hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard.</p> <p>All equipment engines will be maintained in good condition, in proper tune (according to manufacturer's specifications), and in compliance with all State and federal requirements.</p> <p>Excavation and grading activities will be suspended when sustained winds exceed 25 mph, instantaneous gusts exceed 35 mph, or dust from construction might obscure driver visibility on public roads.</p> <p>Earth or other material that has been transported onto paved streets by trucks, construction equipment, erosion, or other project-related activity will be promptly removed.</p>

VIII. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

Hazardous materials include all flammable, reactive, corrosive, or toxic substances which because of these properties, pose potential harm to the public or environment.

The California Department of Environmental Protection (CALEPA) has the responsibility for compiling (pursuant to Government Code §65962.5) information on hazardous material sites in California that together are known as the “Cortese” list. A review of the Department of Toxic Substances Control (DTSC) EnviroStor database for hazardous waste substances sites and the State Water Resources Control Board’s GeoTracker database were utilized for this review. No occurrences of leaking underground storage tanks or hazardous waste substances sites were found (CalEPA, 2017).

Airports

There are no airports located within close proximity of the project location. The closest known airport to the project site is the Limberlost Ranch Airport; a privately owned airport located approximately 5 miles (straight line distance) from the project location in the city of Rough and Ready, CA (Airnav.com, 2017).

Fire Hazards

The California Department of Forestry and Fire Protection (CalFire) lists the fire hazard severity for SYRSP as Very High (CalFire 2007) and is designated as a State Responsibility Area in the event of a fire (CalFire, 2017).

Schools

There are no schools within close proximity of the project site. The closest known school to the project site is Williams Ranch Elementary School, located approximately 2.5 miles away.

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
WOULD THE PROJECT:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) 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? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be located in the vicinity of a private airstrip? If so, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death from wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Hazards and Hazardous Materials is based on criteria **VIII** a-h, described in the environmental checklist above.

DISCUSSION

- a) A hazardous waste study was conducted at the project site to identify potential hazardous waste materials. Test data from the bridge wood samples identified low level concentrations of wood preserving chemicals. However, none of the tested wood samples exhibited detectable concentrations of hazardous materials. With respect to the soil, soil samples exhibited relatively low lead concentrations, below DTSC screening level. Asbestos was not found in the tested materials. Implementation of specific conditions and minimization measures will ensure impacts from the project remain Less than Significant.
- b) Project construction would require the use of heavy equipment and vehicles that use diesel fuel, gasoline, oil, and hydraulic fluid. Hazardous materials used during construction would be transported, used, and stored in accordance with state and federal regulations regarding hazardous materials. The proposed project would not be located on a site that included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5. The project will have a Less than Significant Impact.
- c) The project is not located within one-quarter mile of any school and the creation of schools are not within the scope of this project. No Impact.
- d) As noted in the Environmental Settings above, a review of the DTSC EnviroStor database or hazardous waste substances sites and the State Water Resources Control Board's GeoTracker database for leaking underground storage tank sites were utilized for this review. No occurrences of leaking underground storage tanks or hazardous waste substances sites were found pursuant to Government Code 65962.5. No Impact.
- e) As noted in the Environmental Settings above, the project site is not located within two miles

of a public airport or within an airport land use plan. No Impact.

- f) As noted in the Environmental Settings above, the project is not located within close proximity of a private airstrip or within an airport land use plan. No Impact.
- g) All construction activities associated with the project would occur within the boundaries of SYRSP and work would not restrict access to or block any public road outside the immediate construction area. Construction work may require the use of existing service roads; however, minimum access requirements for emergency vehicles would be maintained at all times. No Impact.
- h) Heavy equipment can get very hot during the warmer part of the work season; this equipment is sometimes in close proximity to flammable vegetation. Improperly outfitted exhaust systems or friction between metal parts crushing concrete/rocks could generate sparks. Strict adherence to the project conditions and minimization measures bellow will ensure that impacts from fire will remain at a Less than Significant level.

Conditions, Minimization or Mitigation measures	
PSR HAZ 1	Hazardous Materials
	<p>Contractors shall clean, fuel, and repair (other than emergency repairs) all equipment outside park boundaries, whenever possible. Before initial entry into the work site (or re-entry if used on another project) all heavy equipment shall be cleaned to inhibit the spread of exotic species and to help illustrate leaks to be repaired, if present. Contaminated water, sludge, spill residue, or other hazardous compounds will be disposed of outside park boundaries at a lawfully authorized destination.</p> <p>Contractors shall have a spill response kit with absorbent pads and confinement tubes and a five-gallon bucket to capture fuel or oil leaks. Materials that are contaminated shall be contained and disposed of at an approved location.</p> <p>If toxic materials from past land uses are discovered, work shall stop at that location until a qualified hazardous waste cleanup contractor is notified and appropriate disposition of the material is determined.</p>
PSR HAZ 2	Hazardous Materials Disposal
	<p>Contractor shall transport materials to a Class III or Class II landfill appropriately permitted to receive the materials.</p> <p>Contractor shall identify the appropriate permitted landfill to receive the materials and for all associated trucking and disposal costs, including any additional sampling and analysis required by the receiving landfill.</p>

SPR HAZ 3	Fire Prevention
	<p>Prior to the start of construction, the contractor will develop a Fire Safety Plan for CSP approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CalFire) and local fire department(s).</p> <p>Contractor shall require that all heavy equipment be equipped with spark arrestors or turbo-charging (eliminates sparks in exhaust) and have fire extinguishers on-site.</p> <p>Construction crews will park vehicles a minimum of 10 feet from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire. CSP personnel will have a State Park radio at the Park, which allows direct contact with CalFire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire. Prior to the start of on-site construction activities, contractor will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.</p> <p>Under dry conditions, a filled water truck and/or fire engine crew will be on-site during activities with the potential to start a fire.</p> <p>The contractor will designate and/or locate staging and stockpile areas in the designated staging area or on other paved surfaces to prevent leakage of oil, hydraulic fluids, etc. into the South Yuba River.</p> <p>Contractors shall have firefighting hand tools on site and each vehicle shall have an appropriately-sized and fully charged fire extinguisher.</p>
SPR HAZ 4	Rubbish
	<p>The project area shall be kept clear of trash to avoid attracting predators. All food and garbage will be placed in sealed containers and regularly removed from the site. Following construction, any trash, debris, or rubbish remaining within the work limits shall be collected and hauled off to an appropriate facility.</p>

IX. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

Climate and Precipitation

The project area has a Mediterranean climate with hot dry summers and cool, wet winters. Beginning in November, Pacific frontal systems bring winter precipitation into Northern California, and approximately 85 percent of the annual precipitation falls between November and April. Mean annual precipitation ranges from 20 inches at Marysville at the western downstream end of the watershed to more than 59 inches at the Eastern margin of the watershed along the Sierra Nevada crest (USGS, 2005).

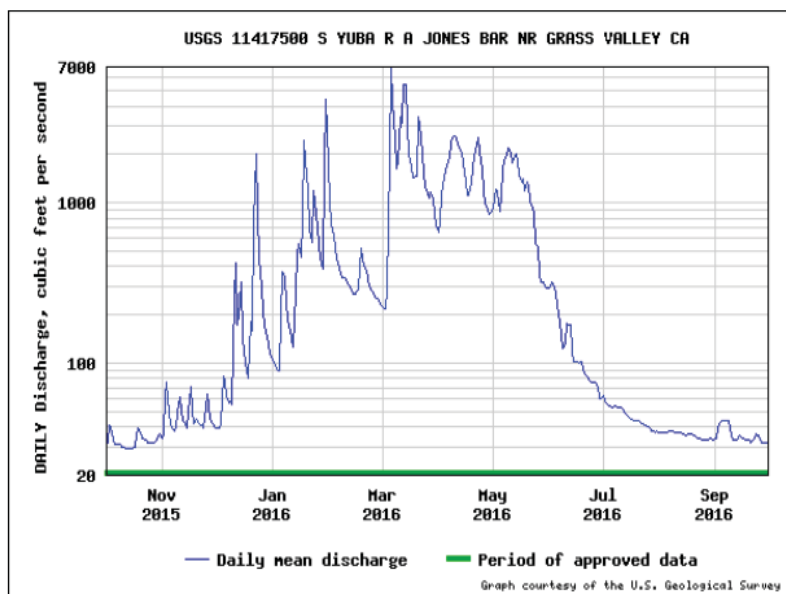
Table 3 shows total precipitation, in inches for the 2016 calendar year at a precipitation station upstream of the project site (Nevada City 3.4 NNW CA US US1CANV0001). The precipitation station is located approximately 11 miles upstream of the project location and is within the South Yuba River-Sub Basin. Based on this data, the highest amount of total precipitation in 2016 occurred between October through March. Peak run-off is typically during rain-on-snow events in the winter months (December-March). August and September typically have the lowest flow of the year (TNF et. Al 2004).

Table 3: Nevada City 3.4 NNW Precipitation Station

Month	Precipitation (inches)
Jan	14.68
Feb	1.63
Mar	16.05
Apr	1.83
May	1.44
Jun	0.08
Jul	0.00
Aug	0.00
Sep	0.01
Oct	10.31
Nov	6.56
Dec	11.35

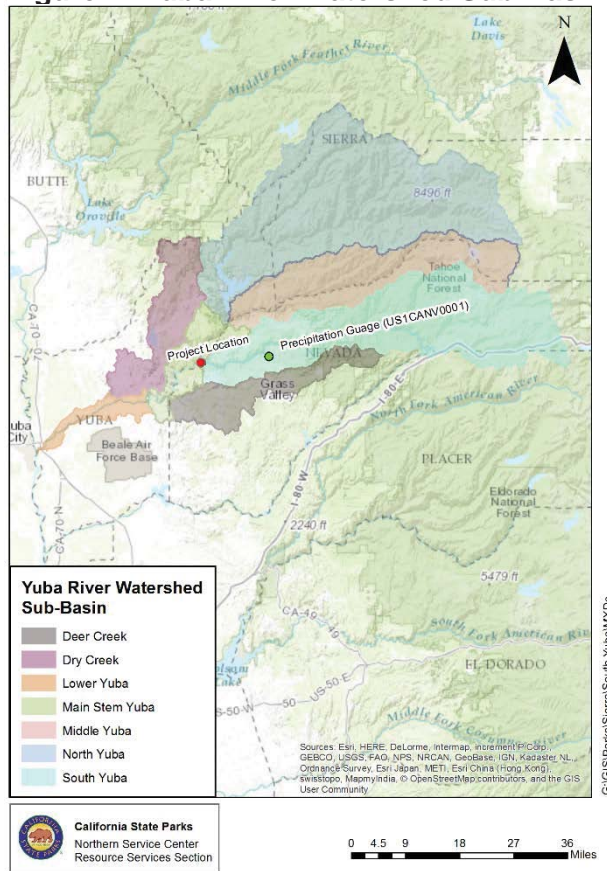
Source: NOAA 2016

Figure 6: South Yuba River at Jones Bar



The USGS graph (**Figure 4**) shows the daily mean discharge rates for the 2016 calendar year at a stream gage (11417500 South Yuba River at Jones Bar, near Grass Valley, CA) approximately 5 miles upstream of the project site.

Figure 7: Yuba River Watershed Sub-Basins



Watershed –Surface Water

The South Yuba River is part of the Yuba River Basin (**Figure 5**). While the entire system drains 1,350 square miles, the South Yuba River drains a total of only 352 square miles (225,282 acres). SYRSP receives water from the steep canyons upstream. The substrate within the floodplain portion of the project area consists of rock, cobbles or gravel with occasional patches of sand. Gravel bars and upland island can be seen within the floodplain (TNF et. Al 2004).

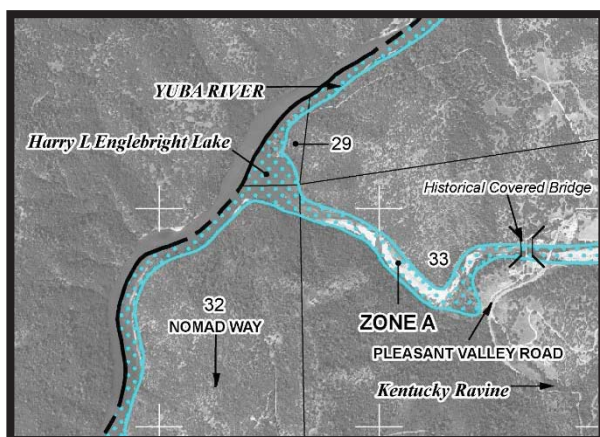
Water Quality

The project site is within the Central Valley Regional Water Quality Control District (CVRWQCB). The State and regional water boards assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. The Final 2014 Integrated Report lists portions of the South Yuba River and Englebright Lake Reservoir as impaired

water bodies [CWA §303(d)]. The portion of the South Yuba River from Spaulding Reservoir to Englebright Lake Reservoir is listed for mercury, water temperature, chromium and copper. Englebright Lake is listed for mercury.

Flooding

Figure 8: FEMA Map of Project Site



FEMA publishes Flood Insurance Rate Maps (FIRM) under the National Flood Insurance Program. According to the FIRM map published by FEMA (Map Number 06057C0350E), the project site is located above a special flood hazard area subject to inundation by the 1% annual chance of flood. The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year (FEMA, 2017).

Source: FEMA 2010, Map Number 06057C0350E

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death from flooding, including flooding resulting from the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Hydrology and Water Quality is based on criteria **IX** a-j, described in the environmental checklist above.

DISCUSSION

- a) Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects, infrastructure development and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation.

To comply with Section 404(d) of the Federal Clean Water Act, authorization from the Secretary of the Army, acting through the Corps of Engineers, is required for the discharge of dredged or fill material into all waters of the United States. Waters of the United States include traditionally navigable waters, interstate waters, their tributaries, and adjacent wetlands. These categories include most wetlands, intermittent and ephemeral streams where there is an established ordinary high water mark, and areas subject to the ebb and flow of the tide. A permit package is being completed and will be included as part of the final document.

The State Water Resource Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) are the primary agencies responsible for protecting water quality in California. The SWRCB and the RWQCBs regulate discharge to surface waters under either the federal Clean Water Act (CWA) or the California Porter-Cologne Water Quality Control Act (Porter-Cologne).

Pursuant to Section 401 of the CWA, projects that require a Corps permit for discharge of dredge or fill material must obtain a water quality certification or a waiver that confirms a project complies with state water quality standards before the Corps permit is valid. The state also maintains independent regulatory over placement of waste, including fill, into waters of the State under the Porter-Cologne Act. A permit package is being completed and will be included as part of the final document.

Refer to the Biological Resources section for additional information on obtaining the required permits. Less than Significant Impact.

- b) Rehabilitation of the historic Bridge structure will not have an impact on groundwater. Minor excavation of the floodplain is required to create level foundations for each of the three temporary bridge shoring towers. However, excavation is very minor and will be limited to a depth of 6 inches for each shoring tower. Additionally, the floodplain will be restored to its original conditions upon completion of the project. Therefore, this project will not affect groundwater recharge. No Impact.
- c) The project will require three (3) temporary shoring towers to support the bridge during rehabilitation work. The three (3) shoring towers will be placed on the portion of the floodplain directly underneath the bridge. Minor excavation of the floodplain is required to create level foundations for each of the three (3) temporary bridge shoring towers. However, excavation is minor and will be limited to a depth of 6 inches for each of the shoring towers. The excavated areas will be backfilled with pea gravel to help stabilize the bridge support towers. Additionally, the floodplain will be restored to its original condition upon completion of the project and all shoring towers will be removed. Therefore, this

project will not substantially alter the existing drainage pattern of the site or course of the river in a manner which would result in substantial on- or off-site erosion or siltation. Please refer to HYDRO 1 regarding Erosion and Sediment Control and Pollution Prevention. No Impact.

- d) The project will require three temporary shoring towers to support the bridge during rehabilitation work. The three shoring towers will be placed on the portion of the floodplain directly underneath the bridge. Minor excavation of the floodplain is required to create level foundations for each of the three temporary bridge shoring towers. However, excavation is minor and will be limited to a depth of 6 inches for each of the shoring tower. Additionally, the floodplain will be restored to its original conditions upon completion of the project and all shoring towers will be removed. Therefore, this project will not substantially alter the existing drainage pattern of the site or course of the river, or substantially increase the rate or amount of surfaced runoff in a manner which would result in on- or off-site flooding. Please refer to the HYDRO 1 regarding siltation and erosion. No Impact.
- e) The project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. No Impact.
- f) The project requires minor excavation of the floodplain which could create temporary unstable soil conditions. However, these short-term increases in turbidity are minor and not expected to be greater than background concentrations after a storm event. PSR HYDRO 1 will ensure that soil erosion is Less than Significant.
- g) Housing units or structures are not within the scope of this project. Housing units will not be placed in a 100-year flood hazard area as a result of this project. No Impact.
- h) This project involves the removal of existing temporary stabilization structures within a 100-year flood hazard area. Removal of the temporary stabilization structures will have a negligible effect on flood flow conveyance and inundation during a 100-year flood since the footprint of the existing stabilization structures is relatively small. Construction work will not encroach into the low-flow channel of the river. Additionally, construction will be scheduled between June to November when water flow in the river is expected to be at its lowest. Therefore, this project will have Less than Significant Impact on flood flows and will not impede or redirect them.
- i) Rehabilitation of the historic Bridge structure will not have significant adverse impacts to the existing floodplain or significantly alter the hydraulics of the project site. Rehabilitation of the historic Bridge structure would not change the water surface elevation or contribute to incompatible floodplain development. No Impact.
- j) The project will require three temporary shoring towers to support the bridge during rehabilitation work of the Bridge. The three shoring towers will be placed on the portion of the floodplain directly underneath the bridge and removed upon completion of the project. The project will not substantially alter the existing drainage pattern of the site or course of the river, or substantially increase the rate or amount of surfaced runoff. Therefore, this

project will not contribute to inundation by oceanic seiche, tsunami or mud flow. No Impact.

Conditions, Minimization or Mitigation Measures	
PSR HYDRO 1	Erosion and Sediment Control and Pollution Prevention
	<p>Contractor shall implement a Storm Water Soil Loss Prevention Plan that includes monitoring the weather forecast, conducting site inspections before, during, and after storm events.</p> <p>CSP will cease all construction activities if measurable rain event with 20% or greater probability is predicted within 24 hours. This probability is expected to be the threshold for creating runoff at the project site, and will be determined by monitoring the National Weather Service's forecast for South Yuba State Park, California. CSP defines "measurable rain" as any rainfall that can be detected. Protective measure to prevent water-quality alterations resulting from soil erosion and sedimentation will be implemented and maintained. Contractor shall perform daily inspections of sediment-control devices during storm events. In addition, sediment stockpiles from construction-related activities will not be stored in the floodplain.</p> <p>Construction operations, such as stockpiling of materials, storage of portable equipment, vehicles, and supplies shall be restricted to the designated construction staging areas. All construction operations shall be confined to the minimal area necessary. Ground disturbance in the floodplain shall be limited to the minimum necessary to achieve the project goal.</p> <p>Contractor shall restore the floodplain to its original condition and configuration to the maximum extent feasible. The pea gravel used during temporary stabilization of the bridge support towers will be removed prior to project completion.</p>
SPR HYDRO 2	Construction Restrictions
	<p>Temporary shoring stabilization within the South Yuba River floodplain will be restricted to from approximately June through November.</p> <p>Water diversion is not proposed for this project. Additionally, construction will not encroach into the low-flow channel of the river at any time.</p> <p>Pile driving is not allowed or proposed as part of this project.</p>

X. LAND USE AND PLANNING

ENVIRONMENTAL SETTING

Nevada County General Plan

The project site is located within SYRSP, in a relatively rural area of Nevada County, CA. According to the Nevada County General Plan, Land Use in the project area is zoned as Open Space. The Open Space Element of Nevada County's General Plan serves a variety of purposes, including recreation and public lands (County, 2012).

South Yuba River State Park

The Park is wholly owned and operated by California State Parks. Improvements undertaken within State Parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations. Improvements may be undertaken to provide for recreational activities including, but not limited to, camping, picnicking, sightseeing, nature study, hiking, and horseback riding, so long as such improvements involve no major modification of lands, forests, or waters (PRC § 5001-5099.12, 2017).

Current use of park lands within the general vicinity of the project site include hiking, swimming, fishing, kayaking etc. The following are visitor attractions located within or adjacent to the project area: Family Beach, the SYRSP Visitor Center, the historic Shell Gas station (non-operational), Kneebone Beach Trail, Virginia Turnpike Trail, Point Defiance Trail, and Kneebone Cemetery Trail (TNF et. Al 2004).

California Wild and Scenic River

The PRC defines a scenic river as one that is "free from impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped, but accessible in places by roads." [PRC 5093.53(c)]. The portion of the South Yuba River that traverses through the project site is designated as Scenic in the state statute.

South Yuba River Comprehensive Management Plan (SYRCMP)

The SYRCMP is a memorandum of understanding between the Bureau of Land Management, Tahoe National Forest, Nevada County Planning Department, and CSP for the management of the South Yuba River. State-designated rivers are regarded as "self-administering." Normally there are no comprehensive Wild and Scenic River Management Plans developed for State-designated rivers. However, the SYRCMP satisfies federal and state needs to protect the "Outstandingly Remarkable Values," water quality, and free-flowing conditions that caused the river to be recommended as a federal Wild and Scenic River, and designated as a state Wild and Scenic River (TNF et. Al 2004).

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with the applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Land Use and Planning is based on criteria **X** a-c, described in the environmental checklist above.

DISCUSSION

- a) The project will not impact established communities since none exist at the project site. The project site is zoned as Open Space by the Nevada County General Plan and located within a California State Park. No Impact.
- b) SYRSP has no General Plan at this time. However, this project is consistent with all applicable state and local land use plans, policies and regulations. The proposed project will not alter the free flow character of the river, and will conform to Nevada County's General Plan (land use designation), and the SYRCMP. No Impact.
- c) There are no applicable habitat conservation plans or natural community conservation plans associated with the project area. No Impact.

XI. MINERAL RESOURCES

ENVIRONMENTAL SETTING

Nevada County is divided into four geologic terranes which include the Basin and Range Province, Western Metamorphic Terrane, Central Metamorphic Terrane, and Eastern Metamorphic Terrane. Within these boundaries are Paleozoic and Mesozoic metamorphic rocks, Paleozoic and Mesozoic plutonic rocks that intrude the metamorphic rocks, and Cenozoic volcanic and sedimentary rocks that locally overlie both the metamorphic and plutonic rocks (Conservation, 1990).

The SYRSP Bridge project site is located within the Western Metamorphic Terrane and assigned to the Smartville Complex. The Smartville Complex consists almost entirely of mafic to intermediate volcanic, hypabyssal, and plutonic rocks which were formed along the magmatic core of an island-arc chain active during the Jurassic (Conservation, 1990).

Both the upper and lower volcanic units of the Smartville Complex are noted for being host rocks for exhalative-type massive sulfide deposits enriched in copper, zinc, and, in some cases, gold (Conservation, 1990). However, no significant mineral resources have been identified within the boundaries of the SYRSP Bridge project site.

Mineral resource extraction is not permitted within State Park property under the Resource Management Directives of the Department of Parks and Recreation.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in the loss of availability of a known mineral resource that is or would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Mineral Resources is based on criteria **XI** a-b, described in the environmental checklist above.

DISCUSSION

- a) The project would not result in the loss of availability of known mineral resources because no known mineral resources exist within the SYRSP Bridge project site. No Impact.
- b) The project would not result in the loss of availability of a locally important mineral resource recovery site because none exists within the SYRSP Bridge project site and resource extraction is not allowed in State Park units. No Impact.

XII. NOISE ENVIRONMENTAL SETTING

SYRSP is located in a relatively rural area of Nevada County. According to the Nevada County General Plan, Land Use in the project area is zoned as Open Space. The Open Space Element of Nevada County's General Plan serves a variety of purposes, including recreation and public lands (County, General Plan - Noise, 2014). According to the County's General Plan, noise levels at recreational sites shall not exceed 90 dBA L max at 50 feet from the job site between the hours of 7:00 a.m. and 7:00 p.m.

The project area is within a high use recreational area of SYRSP. The park unit is segmented by Pleasant Valley Road, a two-lane road, that is the primary source of vehicle traffic noise for this area. In addition to the road, the following are visitor attractions located within or adjacent to the project area with relatively low levels of noise: Family Beach, the SYRSP Visitor Center, the historic Shell Gas station (non-operational), Kneebone Beach Trail, Virginia Turnpike Trail, Point Defiance Trail, and Kneebone Cemetery Trail.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Generate or expose people to noise levels in excess of standards established in a local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate or expose people to excessive groundborne vibrations or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the vicinity of the project (above levels without the project)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project, in excess of noise levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be in the vicinity of a private airstrip? If so, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Noise is based on criteria **XII a-f**, described in the environmental checklist above.

Discussion

- a) The project will conform to the local Nevada County Noise Standards for construction at recreational sites; noise levels shall not exceed 90 dBA L max at 50 feet from the job site between the hours of 7:00 a.m. and 7:00 p.m. Noise impacts to those living near the vicinity or those traveling through the vicinity of the project will have a Less than Significant Impact. Additionally, the project is within a State Park, and away from residential areas. Figure 7 lists construction equipment that may be utilized at the project site during construction. Less than Significant Impact.

Figure 9: Construction Equipment Noise Levels	
Equipment	Noise Level at 50 Feet (dBA)
Auger Drill Rig	84
Backhoe	78
Chain Saw	84
Compactor (ground)	83
Compressor (air)	78
Concrete Pump Truck	81
Crane	81
Concrete Saw	90
Drill Rig Truck	79
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Generator	81
Paver	77
Pickup Truck	75
Source: (FHWA, 2006)	

- b) The project will by necessity, generate groundborne vibrations and groundborne noise levels. Low and temporary vibration may occur as a result of micropile installation. Micropiles will be installed as part of the foundation work for this project. A micropile foundation requires less excavation, resulting in minimal vibration and noise as opposed to alternative foundation designs. Construction work related to micropile installation is expected to last a week; resulting in temporary and minimal groundborne vibration and noise levels that are Less than Significant.
- c) Project-related noise will occur only during the construction. Upon completion of the project, all noise-generating equipment will be removed from the site. Rehabilitation of the SYRSP Bridge will not result in a substantial permanent increase in ambient noise levels in the vicinity of the project. Therefore, there will be No Impact as a result of this project.
- d) The project will create temporary or periodic increases in ambient noise levels in the vicinity of the project. However, noise levels will be in compliance with the local Nevada County noise standards for construction activities at recreational sites. Therefore, the project will have a Less than Significant Impact.
- e) The project is not located within an airport land use area or within two miles of a public use airport. Therefore, there will be No Impact as a result of this project.

- f) The project is not within the vicinity of a private airstrip; therefore, there will be No Impact as a result of this project.

Conditions, Minimization Measures or Mitigation Measure	
SPR NOISE 1	Construction Activities
	<p>Internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for Project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary.</p> <p>Contractor will locate stationary noise sources and staging areas as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds.</p> <p>Construction activities will generally be limited from 7:00 a.m. to 7:00 p.m., Monday – Friday. If work during weekends or holidays is required, no work will occur on those days before 8:00 a.m. or after 5:00 p.m.</p> <p>All motorized construction equipment will be shut down when not in use. Idling of equipment and haul trucks will be limited to the least amount of time as possible.</p>

XIII. POPULATION AND HOUSING ENVIRONMENTAL SETTING

The communities surrounding or in the vicinity of SYRSP are small and mostly rural residential with the nearest businesses located over 5 miles away. Construction and State Park staff generally live in the nearby small cities of Nevada City and Grass Valley and as far away as the Sacramento area.

The project entails elevating and rehabilitating the now-closed pedestrian bridge so it is safe for visitors to access.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Population and Housing is based on criteria **XIII** a-c, described in the environmental checklist above.

DISCUSSION

a-c) The project includes no component that would induce population growth in the area either directly or indirectly. It has no housing component and all work would take place within the confines of the park boundaries, with no additions or changes to the existing local infrastructure. It would neither modify nor displace any existing housing and would displace no one, either temporarily or permanently. Therefore, it would have No Impact on population growth or housing in the area.

XIV. PUBLIC SERVICES
ENVIRONMENTAL SETTING

Public services include fire and police protection, schools, parks, and other public facilities. The project site is located on Pleasant Valley Road, approximately ten miles West of Nevada City, CA. The project sites benefit from existing public services, such as fire and law enforcement protection.

Fire Protection

The California Department of Fire and Forestry Protection (CalFire) has primary jurisdiction for fire suppression in State Responsibility Areas (SRA), including units of the State Park System (California Department of Forestry and Fire Protection, 2009). The nearest CalFire station is in Nevada City, approximately 30 minutes from the project site. In addition, small volunteer fire stations are an integral part of emergency services within the park unit. The project site is within the Penn Valley Fire Protection District which provides Advanced Life Support (ALS) Paramedics and an ambulance service (Penn Valley Fire Protection District, 2016). The closest fire station to the project sites is on Penn Valley Drive, approximately 9 miles to the South.

Police Protection

CSP rangers assigned to SYRSP are Peace Officer Standards and Training (POST) certified law enforcement officers and provide year round law enforcement within park unit boundaries. The Nevada County Sheriff's Station in Nevada City, about 13 miles east of SYRSP (Google, 2017). The Nevada County Sheriff would assist CSP with any emergency and law enforcement issues within the boundaries of the park. The California Highway Patrol (CHP) serves as the primary law enforcement presence on interstates, state routes, and county roads. The CHP staffs a station in Grass Valley, approximately sixteen miles Southeast of the project site (Google, 2017). The CHP would provide assistance along public roadways in the vicinity of the park unit.

Schools

Williams Ranch Elementary School, located 3 miles away, is the closest school. Two high schools are located approximately 10 miles away in Nevada City and Grass Valley. There are no schools within the project site.

Parks and Other Public Facilities

In addition to the park where this project is located, many other parks and recreational facilities that serve local residents and visitors are located throughout Nevada County. The Empire Mine State Park is located approximately 16 miles away and Lake Wildwood is located approximately 6 miles to the South.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Result in significant environmental impacts from construction associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, to maintain acceptable service ratios, response times, or other performance objectives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Public Services is based on criteria **XIV** a, described in the environmental checklist above.

DISCUSSION

- a) Fire history in the area of SYRSP shows that the majority of fires have occurred accidentally or by arson, along roads that were open to park visitors. No fire roads in the park will be closed to service and emergency vehicles, and all emergency access routes will be maintained in good traveling condition. The CalFire Air Attack Base in Grass Valley is approximately 16 miles from the project site, reducing response time in case of a fire. During the construction phase, CSP staff and/or contracting staff would have radios on site at all times to ensure immediate direct contact to CalFire Fire dispatchers and crews. All heavy equipment and service vehicles would be required to carry a fire extinguisher and hand tools which can be used to help fight fire. The project would have No Impact on fire protection. Implementation of SPR Hazard 3 would ensure the project has No Impacts on Fire Protection services.

State Park Rangers have full law enforcement authority and only require assistance from local police/sheriff as backup for unusual situations. No additional demands on Rangers or local police are expected as a result of this project. No Impact.

No schools exist within or adjacent to the project area. No changes would occur that would affect existing schools or require additional schools or school personnel. No Impact.

Conditions, Minimization Measures or Mitigation Measure	
SPR HAZ 3	Fire Prevention
	<p>Prior to the start of construction, the contractor will develop a Fire Safety Plan for CSP approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CalFire) and local fire department(s).</p> <p>Contractor shall require that all heavy equipment be equipped with spark arrestors or turbo-charging (eliminates sparks in exhaust) and have fire extinguishers on-site.</p> <p>Construction crews will park vehicles a minimum of 10 feet from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire. CSP personnel will have a State Park radio at the Park, which allows direct contact with CalFire and a centralized dispatch center, to facilitate the rapid dispatch</p>

	<p>of control crews and equipment in case of a fire. Prior to the start of on-site construction activities, contractor will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.</p> <p>Under dry conditions, a filled water truck and/or fire engine crew will be on-site during activities with the potential to start a fire.</p> <p>The contractor will designate and/or locate staging and stockpile areas in the designated staging area or on other paved surfaces to prevent leakage of oil, hydraulic fluids, etc. into the South Yuba River.</p> <p>Contractors shall have firefighting hand tools on site and each vehicle shall have an appropriately-sized and fully charged fire extinguisher.</p>
--	--

XV. RECREATION

ENVIRONMENTAL SETTING

The proposed project is located within the boundaries of SYRSP and encompasses approximately 20 miles of the South Yuba River and 2,100 feet of shoreline (Englebright Lake). The park consists of several non-contiguous river parcels and associated uplands along a 20-mile portion of the South Yuba River canyon stretching from Malakoff Diggins State Historic Park to the Bridgeport Covered Bridge.

The Bridgeport section of SYRSP contains Park headquarters and the project site.

The Bridgeport Covered Bridge has been closed for a few years due to safety considerations. Other park facilities in the Bridgeport unit are open under normal operating hours.

SYRSP Recreational Facilities

SYRSP is a day-use only park unit; no overnight camping facilities are available. Current park facilities consist of formalized parking (paved and dirt lots), restrooms, hiking trails (including the 2.21-mile wheelchair accessible Independence Trail), picnic areas, an Environmental Learning/Visitor Center, and interpretive exhibits (CDPR 2017, SYRPA 2017).

Bridgeport Park Facilities

- Bridgeport Covered Bridge
- Environmental Learning/Visitor Center
- Kneebone Cemetery
- Restroom (accessible)
- Picnic Area
- Historic Barn with Exhibits
- Beach Area
- Trails
 - **The Buttermilk Bend Trail** begins at the North parking lot and follows the North side of the river upstream for a gentle and level 1.2 miles. Scenic river views abound and in the springtime wildflower displays are a prime visitor attraction.
 - **Point Defiance Loop Trail** begins at the North end of the covered bridge and continues downstream 1 mile where the river flows into Lake Englebright at Point Defiance. The trail continues uphill with peaceful lake views, and then descends through oak woodlands back to the bridge, for a total of 2.8 miles.
 - **Kneebone Beach Trail** runs a short 1/4 mile from the main parking lot upstream on the South side of the river to this popular swimming hole.
 - **Cemetery Loop Trail** provides an approximately 1/3 mile route from the Visitor Center past historic rock walls to the Kneebone family cemetery. The trail continues along Kentucky Creek to the river and past Family Beach. Good birdwatching opportunities abound in this area.

SYRSP Recreational Activities

Recreational activities at SYRSP consist of both passive (e.g. bird watching) and active

pursuits. Interpretive programs enable visitors to more fully enjoy and appreciate the various natural and cultural features SYRSP offers. Some of these activities include (CDPR 2017, SYRPA 2017):

- Swimming
- Hiking
- Panning for gold
- Boating (e.g. kayaking for experts)
- Picnicking
- Fishing
- Docent-led history, wildflower, and gold-panning tours (selected times throughout the year)

SYRSP Attendance Figures

Total attendance figures for SYRSP in Fiscal Year 2014/2015 are:

Paid Day Use – 63,561

Free day Use – 498,254

Note: data on visitor attendance reflects an estimate of the number of individual visits (not the number of individual visitors) to the park unit during the fiscal year.

Public Lands and Parks in Nevada County (within 20-mile radius of Bridgeport Covered Bridge)

Empire Mine SHP – hiking, horseback riding, picnicking, museums, interpretive exhibits, guide tours, environmental learning/visitor center

Hirschman's Pond Public Land (City of Nevada City open space) – public hiking trails

Western Gateway Park – 87-acre public park with playgrounds, stage pavilion, disc golf, off leash dog park, baseball, picnic and lawn areas, walking trails, etc. (Western Gateway Recreation and Park District)

Condon Park, Dog Park (City of Grass Valley) – public hiking trails, disc golf, skateboarding, basketball, shooting baskets, "Dogs Run Free" facility

Pioneer Park – baseball and softball fields, picnic & barbecue areas, horseshoe pits, bocce ball court, outdoor amphitheater, tennis courts, basketball courts, playground, swimming pool, etc.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

effect on the environment?

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Recreation is based on criteria **XV** a-b, described in the environmental checklist above.

DISCUSSION

- a) As noted above, the Bridgeport Covered Bridge is currently closed to visitors and re-opening the Bridge would not significantly increase park visitation, since other facilities in the Bridgeport area are open and unaffected by the closure. Likewise, the project would not increase the use of other existing recreation facilities in the area to a level that would result in physical degradation of those facilities, none of which are closer than a few miles to the project site. No Impact.
- b) The project would result in the re-opening of the Bridge to foot traffic and an accessible path of travel would be constructed on the South side of the bridge; however, all of the permanent changes to the physical environment from this project are on previously disturbed ground. No Impact.

XVI. TRANSPORTATION/TRAFFIC ENVIRONMENTAL SETTING

Transportation

The project site is within SYRSP and located halfway between State Route 20 (SR-20) and State Route 49 (SR-49), just outside of French Corral. This portion of SYRSP is accessible via Pleasant Valley Road. Pleasant Valley Road provides access between SR-20 and SR-49.

Traffic

According to the 2005 Nevada County Traffic Counts for Pleasant Valley Road, taken North of SR-20, Pleasant Valley Road had an average daily traffic count of 13,118 vehicles (NCTC, 2009).

Traffic from visitors to park lands adjacent to the project site represents a small portion of those using Pleasant Valley Road. Visitor capacity in this portion of SYRSP (from Point Defiance to Kentucky Creek) is limited to available parking in the main and North parking lots.

Airports

There are no airports located within close proximity of the project location. The closest known airport to the project site is the Limberlost Ranch Airport; a privately owned airport located approximately 5 miles (straight line distance) from the project location in the city of Rough and Ready, CA (Ainnav.com, 2017).

	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
WOULD THE PROJECT:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment) that would substantially increase hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Transportation/Traffic is based on criteria **XVI** a-g, described in the environmental checklist above.

DISCUSSION

- a) The project entails rehabilitation of the historic Bridgeport covered bridge. Construction-related traffic will result from hauling materials to and from the project site, in addition to construction personnel. The project is relatively minor in scope and traffic resulting from construction personnel and debris removal will have a negligible contribution on the amount of traffic traversing SR-20, SR49 or Pleasant Valley Road. No Impact.
- b) Impacts to congestion and traffic count resulting from the addition of construction vehicles to normal traffic on SR-2, SR-49 or Pleasant Valley Road or any connecting county-maintained roads would be minimal and have No Impact on the acceptable level of service for this area. Rehabilitation of the historic Bridgeport bridge will not conflict with applicable congestion management programs. No Impact.
- c) The project site is within SYRSP and not located within an airport or airport land use plan. The project will not affect air traffic patterns in the area. No Impact.
- d) The scope of this project is limited to the rehabilitation of the historic Bridgeport covered bridge. Alterations of transportation features such as highways or county roads are not within the scope of this project.

Although the project site will be closed to the public, it is likely that most all of the other areas within the park will remain open to the public during construction. Heavy truck traffic has the potential to create a conflict and safety issue with recreation users’ access to the river. Strict adherence to the Traffic Control BMPs will reduce impacts to Less than Significant.

- e) All construction related activities associated with the project will occur within the boundaries of SYRSP and work will not restrict access to, or block any public road. Minimum access requirements for emergency vehicles would be maintained at all times. Therefore, this project will have a Less than Significant Impact on emergency access.
- f) A portion of the main parking lot in SYRSP will be temporarily closed to the public during construction. However, existing facilities are adequate for current regular use. Additionally, the parking lot will be restored to its full capacity upon completion of the project. No Impact.

- g) There are no policies, plans, or programs supporting alternative transportation that apply to this project. No Impact.

Conditions, Minimization or Mitigation measures	
SPR Traffic 1	Traffic Control Plan
	<p>Prior to commencing construction, the contractor shall prepare a traffic control Plan that includes the following components:</p> <p>Exclusionary fencing will be placed along the project limits and as necessary to exclude non-construction personnel with special attention paid to the South side parking lot staging area.</p> <p>Pedestrian access to adjacent trails will be clearly delineated and signed.</p> <p>The construction area shall be clearly signed both upstream and downstream as closed to kayakers and other recreational river users, and a safe area provided where they are able to disembark and carry their craft around the area where the work will occur.</p>

XVII. UTILITIES AND SERVICE SYSTEMS ENVIRONMENTAL SETTING

The project is located in a rural area of Nevada County, within SYRSP. The project consists of rehabilitation of the historic Bridgeport Covered Bridge. There are no existing utilities running across the existing bridge span. However, there are both high voltage overhead and underground power lines within the park. Individual septic tanks and leach fields provide wastewater treatment for the area. Refuse collection and disposal is performed by park staff and transported to a neighboring licensed landfill.

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Exceed wastewater treatment restrictions or standards of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the construction of these facilities cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination, by the wastewater treatment provider that serves or may serve the project, that it has adequate capacity to service the project's anticipated demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations as they relate to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criteria for Determining Significance

The analysis of determining the significance of impacts of the proposed action to Utilities and Service Systems is based on criteria **XVII** a-g, described in the environmental checklist above.

DISCUSSION

- a) SYRSP, including the project site, is within the jurisdiction of the Sacramento Regional Water Quality Control Board. This project has no wastewater component and would result in a negligible increase in demand on existing systems. All aspects of the project would be in compliance with RWQCB regulations and standards. No Impact.
- b) The proposed project would not result in the expansion of the existing wastewater treatment facilities or the construction of new facilities. Portable toilets will be placed on-site during construction and serviced regularly, in compliance with county sanitary regulations. No Impact.
- c) This project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems, provided properly engineered drainage systems are in place and BMP minimization measures are fully implemented. No Impact.
- d) The water supply for the project area is provided by park's internally supported water distribution system or from subsurface flow near the river to which the park has water rights; no new entitlements for water will be required by the project. Current supplies are adequate for existing demands and minimal additional demands associated with the proposed construction and projected future use. No Impact.
- e) Rehabilitation of the historic Bridgeport covered bridge would not significantly increase the park's wastewater disposal needs; therefore, this project would have No Impact.
- f) Rehabilitation of the historic Bridgeport covered bridge would not significantly increase the park's solid waste disposal needs; therefore, this project would have No Impact.
- g) Solid waste generated from rehabilitation of the bridge will be hauled to a recycling facility or landfill. Its disposal will be documented to satisfy agency requirements. Please refer to the Hazards and Hazardous Materials section of this document. Waste from daily work activities will be stored in appropriate receptacles and removed daily or as needed. No Impact.

CHAPTER 4

MANDATORY FINDINGS OF SIGNIFICANCE

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
WOULD THE PROJECT:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have the potential to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects, and probably future projects?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have environmental effects that will cause substantial adverse effects on humans, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) The intent of the proposed project is to perform necessary repairs to remove the temporary non-historic Bridge stabilization features, allow access to the public, and to preserve the Bridge for the enjoyment of future generations. Rehabilitation entails the removal of existing temporary stabilization structures from a river with state designation as a wild and scenic river. With the implementation of the project requirements listed in Table 1 (PSRs, SPRs, and avoidance measures), construction work would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten plant eliminate a plant or animal community; 5) reduce the number or restrict the range of a rate or endangered plant or animal. Therefore, this would result in a Less than Significant Impact.
- b) As previously discussed, the Bridgeport Covered Bridge is listed on the NRHP. It is also a California Historical Landmark (No. 390) and has been documented by the Historic American Buildings Survey (HABS No. CA-1401) and Historic American Engineering Record (HAER No. CA-41). It has also undergone two previous stabilization/rehabilitation efforts (1971 and 1997). A temporary emergency stabilization was also completed in 2014 due to a predicted El Niño storm season and results of a 2014 timber testing study that revealed extensive structural damage to the wooden timbers. This inspection determined that the bridge was unstable and required immediate stabilization.

As fully described above, the work from the various previous interventions included but was not limited to raising the bridge at least 2-feet and 6-inches; replacing the decking and shingles (at least twice); modifying the abutments and replacing 20 arches and at least as many cross braces in-kind. The 1997 rehabilitation followed the Secretary of the Interior's Standards for Rehabilitation.

The proposed rehabilitation work does not have a potential to cause a substantial adverse change in the significance of the road or the bridge because they will have a less than significant impact on both resources. With the exception of addition one-foot height change, the change in material on the tension rods and the new steel supports that will be concealed at both entrances, all work is replacement in kind of either historic fabric or replacement materials from the previous stabilizations.

While the major goal if this project is the rehabilitation of the bridge, another component is Accessibility (ADA) improvements. Construction activities related to these proposed improvements include but are not limited to removing non historic asphalt in the parking lot and replacing it with concrete; creating an ADA path from the parking lot to the bridge and providing a removable mat that can be rolled out over the bridge to provide a proper rolling surface for wheelchairs.

These activities will have not have the potential to cause a substantial adverse change in the significance of the road or the bridge because they will have a Less than Significant Impact on both resources. The asphalt parking lot is not historic and replacing it with concrete will not substantially change its current look; the path will be crushed aggregate that will blend with the existing surface which is a rehabilitated surface dating to 1997 and the mat is a temporary and removable surface that is designed to be portable.

- c) In 2014, an emergency project was performed to temporarily stabilize the Bridge until a future permanent repair could be made. This project proposes to remove the existing temporary support and replace it with a permanent stabilization design and provide accessibility improvements. Rehabilitation of the Bridge will be consistent with the Secretary of the Interior's Standards for Restoration. The potential impacts of the project are individually limited and are not cumulatively considerable. Some of the impacts are temporary as a result of the construction phase of the project. These include aesthetics, air quality, noise, biological resources, hydrology and water quality, hazards, geology and soils, greenhouse gas emissions, traffic and cultural resources. However, these temporary impacts will be minimized with strict adherence to the project requirements listed in Table 1 (PSRs and SPRs avoidance measures). Future maintenance of the Bridge would be minor in scope and will not result in cumulative impacts. No Impact.
- d) As indicated in the impact analyses Sections discussions in Chapter 3, the proposed project will have no environmental effects that will cause substantial adverse effects on humans, either directly or indirectly with incorporation of the project requirements listed in Table 1 (PSRs and SPRs avoidance measures). The purpose of the project is to improve overall safety and accessibility by rehabilitating the existing Bridge with a design that meets CSP design standards and is consistent with Secretary of the Interior's Standards for Restoration. The project will not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. No Impact.

CHAPTER 5

SUMMARY OF MITIGATION MEASURES

The following mitigation measures would be implemented by CSP as part of the Bridgeport Bridge Rehabilitation Project.

AESTHETICS

- No mitigation measures required

AGRICULTURAL RESOURCES

- No mitigation measures required

AIR QUALITY

- No mitigation measures required

BIOLOGICAL RESOURCES

- No mitigation measures required

CULTURAL RESOURCES

- No mitigation measures required

GEOLOGY AND SOILS

- No mitigation measures required

HAZARDS AND HAZARDOUS MATERIALS

- No mitigation measures required

HYDROLOGY AND WATER QUALITY

- No mitigation measures required

LAND USE AND PLANNING

- No mitigation measures required

MINERAL RESOURCES

- No mitigation measures required

NOISE

- No mitigation measures required

POPULATION AND HOUSING

- No mitigation measures required

PUBLIC SERVICES

- No mitigation measures required

RECREATION

- No mitigation measures required

TRANSPORTATION/TRAFFIC

- No mitigation measures required

UTILITIES AND SERVICE SYSTEMS

- No mitigation measures required

CHAPTER 6

REFERENCES

Aesthetics

California Department of Transportation. (n.d.). *California Scenic Highway Mapping System*. Retrieved from Department of Transportation:
http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways

Agricultural and Forest Resources

California Department of Conservation. (2014). *Nevada County Important Farmlands*. Retrieved from Farmland Mapping and Monitoring Program:
<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/nev14.pdf>

Nevada County. (1995). *Chapter 15: Forest Element*. Retrieved from Nevada County General Plan: <https://www.mynevadacounty.com>

Air Quality

CalEPA. (2016, May 5). *Air Quality Standards and Designations*. Retrieved from California Environmental Protection Agency Air Resources Board:
<https://www.arb.ca.gov/desig/desig.htm>

California Department of Conservation. (2016). *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*. Retrieved from California Department of Conservation:
ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ms/59/MS59_Plate.pdf

Biological Resources

California Department of Fish and Wildlife (CDFW). 2017. Rare Find: California Department of Fish and Game Natural Diversity Database (CNDDDB). Website: Version 5 [Accessed 2017].

CaliforniaHerps. 2017. CaliforniaHerps.com: A Guide to the Amphibians and Reptiles of California. Website: <http://www.californiaherps.com/index.html>. [Accessed 2017].

California Native Plant Society (CNPS), Rare Plant Program. 2017. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website: <http://www.rareplants.cnps.org> [Accessed 2017].

Cutter, Ralph. 2013. South Yuba River State Park Fishes. California School of Fly Fishing, Nevada City, CA.

Fellers, Gary M. and Patrick M. Kleeman. 2007. California Red-legged Frog (*Rana draytonii*) Movement and Habitat Use: Implications for Conservation. *Journal of Herpetology*. 41(2): 276-286.

Jennings, M. R., and M. P. Hayes. 1994. *Amphibian and reptile species of special concern in California*. California Department of Fish and Game, Rancho Cordova, CA.

Lubin, Dan. 2017. Personal communication with Environmental Scientist, Sierra District, California Department of Parks and Recreation.

- National Marine Fisheries Service. 2014. Recovery Plan for the Evolutionarily Significant Units of Sacramento River Winter-run Chinook Salmon and Central Valley Spring-run Chinook Salmon and the Distinct Population Segment of California Central Valley Steelhead. California Central Valley Area Office. July 2014.
- National Marine Fisheries Service. 2016. 5-Year Review: Summary and Evaluation of Central Valley Steelhead. U.S. Department of Commerce.
- State Water Resources Control Board (SWRCB). 2017. Dredge/Fill (401) and Wetlands Program. Website:
http://www.swrcb.ca.gov/water_issues/programs/cwa401/index.shtml. [Accessed 2017].
- U. S. Army Corps of Engineers (USACE). 2005. Regulatory Guidance Letter 05-05, Subject: Ordinary High Water Mark Identification.
- U.S. Fish and Wildlife Service (USFWS). 2002. Recovery Plan for the California Red-legged Frog (*Rana aurora draytonii*). U.S. Fish and Wildlife Service, Portland, Oregon. Viii + 173 pp.
- _____. 2007. National Bald Eagle Management Guidelines. Website
<http://www.fws.gov/Midwest/eagle/pdf/NationalBaldEagleManagementGuidelines.pdf>.
- _____. 2017a. Environmental Conservation Online System (ECOS): Species Profile for Delta smelt (*Hypomesus transpacificus*).
- _____. 2017b Website: <http://www.fws.gov/Midwest/eagle>. (accessed 2017).
- Yuba County Water Agency. 2009. Yuba River Development Project, FERC Project No. 2246, Preliminary Information Package: 7.3 Aquatic Resources.

Cultural Resources

- Advisory Council on Historic Preservation. "Apply Criteria of Adverse Effect"
 Advisory Council, <http://www.achp.gov/apply.html>
- Baker, Suzanne. 2000a. *The Archaeology of the Foresthill Divide: The California Forest Highway 124 Project, Placer County, California*. Volume 2: The Archaeology of the Old Joe Site, CA-PLA-728/H. Submitted to U.S. Department of the Interior, National Park Service, San Francisco, California, by Archaeological/Historical Consultants, Oakland, California.
- Baker, Suzanne. 2000b. *The Archaeology of the Foresthill Divide: The California Forest Highway 124 Project, Placer County, California*. Volume 1: Regional Overviews and the Archaeology of the Monte Verde Site, CA-PLA-695/H. Submitted to U.S. Department of the Interior, National Park Service, San Francisco, California, by Archaeological/Historical Consultants, Oakland, California.
- Bennett, Lola. 2002. *Historic American Engineering Record Addendum to Bridgeport Covered Bridge HAER No. CA-41, 5-6*.
- Bennyhoff, James A. and David A. Fredrickson. 1994. A Proposed Integrative Taxonomic System for Central California Archaeology. In *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, pp. 15–24. Contributions of the University of California Archaeological Research Facility 52. University of California, Berkeley.

- California Department of Parks and Recreation. 1997. *Resource Summary September 1997 South Yuba River Project*, Sacramento, California.
- Carlson, Anne. 1986. *Tahoe National Forest Cultural Resources Overview, Part II: Ethnography*. Tahoe National Forest Cultural Resources Report Number 19. Nevada City, California.
- Chartkoff, Joseph L. and Kerry Kona Chartkoff. 1984. *The Archaeology of California*. Stanford University Press, Stanford. Crain, Amy
- Doyle, Deborah C. 1990. *Excavation of the Bridgeport Cellar, Bridgeport, California, South Yuba Project*. On file, S-007406, North Central Information Center, Sacramento.
- Erskian, Malcolm G. and Eric W. Ritter. 1972. Nisenan Ethnobotany Notes. In *Papers on Nisenan Environment and Subsistence*, edited by Eric W. Ritter and Peter D. Schulz, pp. 28—31. Center for Archaeological Research at Davis, Publication Number 3, University of California, Davis.
- Findagrave.com. 2017 *Mary Ann Russell Cole*. <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=114452981>, accessed April 2017.
- Fredrickson, David A. 1974. Cultural Diversity in Early Central California: A View from the North Coast Ranges. *Journal of California Anthropology* 1(1):41–53.
- Golla, Victor. 2007. Linguistic Prehistory. In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp. 71-82. AltaMira Press, Lanham, Maryland.
- Gruver, Dionne, and Dan Osanna. 2013. *Section 106 Compliance Document, Bridgeport Covered Bridge Stabilization Project, South Yuba River State Park*. California Department of Parks and Recreation.
- Hines, Phil. 1996. *A Partial Cultural Resource Inventory of the South Yuba River Project*. Manuscript on file with California Department of Parks and Recreation, Sacramento, California.
- Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Grace Rensch
1948 *Historic Spots in California*. Stanford University Press. Stanford, California.
- Hull, Kathleen L. 2007. The Sierra Nevada: Archaeology in the Range of Light. In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp. 177–190. AltaMira Press, Lanham, Maryland.
- Jackson, Robert J., and Hannah S. Ballard. 1999. *Once upon a Micron: A Story of Archaeological Site CA-ELD-145 near Camino, El Dorado County, California. Prepared for Caltrans District 03, Marysville, California*. Pacific Legacy Inc., Cameron Park, California.
- Jaffke, Denise. 2006. *Archaeological Survey Report and Extended Field Investigation for Memorial Trail, Empire Mine State Historic Park, Grass Valley, California: Memorial Park Trail Connector Project, District Tracking No. 383-2004-07*. Department of Parks and Recreation, Sierra District, Tahoma, California.
- Jenson and Associates 1999. *Eligibility Evaluation, Determination of Effect, and Historic Properties Treatment Plan: Cultural Resources within the Dark Horse Golf Course and Residential Subdivision Project, near Lake of the Pines and Lake Combie, Nevada County*,

California. Jensen and Associates, Chico, California. Prepared for Fralick Brothers Construction, Inc., Granite Bay, California.

Jenson and Associates 1996. *Archaeological Inventory Survey: Darkhorse Residential and Golf Course Development Project, Approximately 1,047 Acres between Lake of the Pines and Lake Combie, Lake Combie Road East of State Route 49, Nevada County, California*. Jensen and Associates, Chico, California. Prepared for Edwin B. Fralick, Granite Bay, California.

Jones, Larry. 2012. Letter to Gerhard Panuschka, Department of Parks and Recreation, regarding the South Yuba Bridgeport Bridge temporary bracing. October 12, 2012. On file, Department of Parks and Recreation, Sacramento.

Jones, Terry L., and Kathryn A. Klar. 2007. Colonization, Culture, and Complexity. In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp. 299-315. AltaMira Press, Lanham, Maryland.

Keenan, Kelly C. 2000. *South Yuba River State Park VMP*. On file, S-007386, North Central Information Center, Sacramento. Kelly, Janice

Little Town of Rough and Ready. n.d. No. 294 California Historical Landmark. <http://www.sierranevadageotourism.org/content/little-town-of-rough-and-ready-no-294-california-historical-landmark/sie0BB66FAE3FBC70A89>, accessed April 2017.

Krautkramer, Jesse. 2009. *Cultural Transmission, Style and Continuous Variation Among North Central Sierra Nevada Projectile Points*. Master's thesis, Department of Anthropology, California State University, Chico.

Kroeber, Alfred L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin 78, Washington, DC. Reprinted 1976 by Dover, New York.

Letter to Gerhard Panuschka. 2013. Department of Parks and Recreation, regarding the South Yuba Bridgeport Bridge temporary bracing. February 27, 2013. On file, Department of Parks and Recreation, Sacramento.

Lindstadt, Marlene. 2016. *The Kneebone Family History as Related to Bridgeport*. Penn Valley Area Chamber of Commerce, Penn Valley, California. <http://pennvalleycoc.org/the-kneebone-family>, accessed April 2017.

Markley, Richard E., and Gregory Henton. 1985. *Tahoe National Forest Cultural Resources Overview, Part I: Prehistory. Cultural Resources Report Number 20*. Tahoe National Forest, Nevada City, California.

Martin, Roy. 2013. *Department of the Army Corps of Engineering Regional General Permit (RGP) Number 60 for Repair and Protection Activities in Emergency Situations*. On file, California Department of Parks and Recreation, Sacramento, California.

Matson, R. G. 1972. Aspects of Nisenan Ecology. In *Papers on Nisenan Environment and Subsistence*, edited by Eric W. Ritter and Peter D. Schulz, pp. 39-44. Center for Archaeological Research at Davis, Publication Number 3, University of California, Davis.

Meals, Hank. 1994. *Cultural Resource Inventory and Site Evaluations for the South Yuba Trail, Nevada County, California, Nevada City Ranger District, Tahoe National Forest*. Prepared for the United States Forest Service, Tahoe National Forest, Nevada City, California.

- Moratto, Michael J. 1984. *California Archaeology*. Academic Press, Orlando, Florida. National Park Service
- National Register of Historic Places – *Bridgeport Covered Bridge*. 2017.
<https://npgallery.nps.gov/NRHP/AssetDetail/c1360ade-7dc4-4569-8318-752884fea30f?branding=NRHP>, accessed April 2017.
- National Park Service
 1991 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. United States Department of the Interior, National Park Service, Interagency Resource Division, Washington D.C. 1991.
- National Park Service
Standards for Preservation and Guidelines for Preserving Historic Buildings. National Park Service, http://www.nps.gov/hps/tps/standguide/preserve/preserve_index.htm
- Natural Resource Conservation Service (NRCS). 2017. *Soil Survey Geographic (SSURGO) Database*. United States Department of Agriculture, Washington, DC.
<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>, accessed April 2017.
- Nomination for California Historical Landmark for the Bridgeport Historic District. 2014.
http://ohp.parks.ca.gov/pages/1067/files/california_nevada%20county_bridgeport%20historic%20district.pdf, accessed April 2017.
- Pauly, Bruce. 2008. Document found at the official website for the South Yuba River Park Association.
<http://www.southyubariverstatepark.org/Documents/Geology%20of%20the%20SYR.pdf>.
- Poulsen, Jean N. 2016. *Rough and Ready*. Penn Valley Area Chamber of Commerce, Penn Valley, California. <http://pennvalleycoc.org/rough-and-ready>, accessed April 2017.
- Power, Stephen. 1877. Tribes of California. *Contributions to North American Ethnology*, Volume LLL. Department of the Interior, US Geographical and Geological Survey of the Rocky Mountain Region. Government Printing Office, Washington, D.C. Reprinted 1976 by University of California Press, Berkeley.
- Riddell, Francis A. 1978. Maidu and Konkow. In *California*, edited by Robert F. Heizer, pp. 370–386. Smithsonian Institution, Washington, DC.
- Rosenthal, Jeffrey S., Gregory G. White, and Mark Q. Sutton. 2007. The Central Valley: A View from the Catbird's Seat. In *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp. 147–163. Alta Mira Press, Lanham, Maryland.
- Russel, Jane. 1990. CA-NEV-125 update. Record on file at California Department of Parks and Recreation, Sacramento, California.
- Silverston, Mark D. 2011. *Cultural Resource Evaluations of CA_NEV-1842 and CA-NEV-1843, and Identification of CA-NEV-2066, Combie Reservoir, Nevada County, California*. Prepared for Nevada Irrigation District.
- Stevens, Anne Shurtleff. 2009. Charles Jordan Cole Memorial. Find a Grave.
<https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=36310087>, accessed March 2017.

- South Yuba River Park Association. 2014a. *Urias and Emanuel Nye Arrive at Bridgeport (1849)*. Penn Valley, California. <http://southyubariverstatepark.org>, accessed April 2017.
- South Yuba State Park.org. "The Virginia Turnpike" South Yuba State Park.org, <http://www.southyubariverstatepark.org/Documents/Cultural%20History/Virginia%20Turnpike/Virginia%20Turnpike%20combined.pdf>
- The Covered Bridge Toll Takers (1856-1899). 2014b. Penn Valley, California. <http://southyubariverstatepark.org>, accessed April 2017.
- Charles Cole's Bridgeport House and Ranch (1862). 2014c. Penn Valley, California. <http://southyubariverstatepark.org>, accessed April 2017.
- Stevens, Anne Shurtleff. n.d. "Charles Jordan Cole Memorial," Find a Grave, April 24, 2009. <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=36310087>, accessed April 2017.
- Storie, R. Earl, and D. F. Trussell. 1927. *Soil Survey of the Placerville Area, California*. United States Department of Agriculture, Bureau of Chemistry and Soils. United States Government Printing Office, Washington DC. https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/placervilleCA1927/placervilleCA1927.pdf, accessed April 2017.
- Tahoe National Forest, Bureau of Land Management, California State Parks, and Nevada County. 2004. *South Yuba River Comprehensive Management Plan*. <http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/folsom/plans.Par.43086.File.dat/SoYubaPlan.pdf>
- Thompson and West. 1880. *History of Nevada County, California*. With Illustrations. Howell-North Books. Berkeley, California.
- United States Federal Census. 1850. *Seventh Census of the United States: Raymond, Racine Wisconsin, 1850*, 1009 rolls ed., vol. M432 (Washington, DC: National Archives, 1850), accessed March 15, 2017, Ancestry Heritage Quest.
- United States Federal Census: *Rough and Ready California, 1860*, 1,438 rolls ed., vol. M653. 1860. (Washington, DC: National Archives, 1860), accessed March 15, 2017, Ancestry Heritage Quest.
- United States Federal Census: Rough and Ready California, 1870, 1,438 rolls ed., vol. M653. 1870. (Washington, DC: National Archives, 1860), accessed March 15, 2017, Ancestry Heritage Quest.
- Williams, Mike. 2010. *Covered Bridge Repairs August 1997*. Ms. On file. Northern Service Center, California Department of Parks and Recreation, Sacramento, May 2010
- Welts, Allen W. 1970. *National Register of Historic Places Inventory – Nomination Form, Bridgeport Covered Bridge*. United States Department of the Interior, National Park Service.
- Wilson, Norman L. 1972. Nisenan. In *California*, edited by Robert F. Heizer, pp. 387-397. *Handbook of North American Indians*, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Wilson, Norman L., and Arlean H. Towne. 1978. Nisenan. In *California*, edited by Robert F. Heizer, pp. 387-397. Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, DC.

Geology and Soils

Conservation, C. D. (1990). *Mineral Land Classification of Nevada County, California*. Sacramento: California Department of Conservation Division of Mines and Geology.

Geocon Consultants, Inc. (2015). *Geotechnical Investigation Bridgeport Covered Bridge Nevada County, California*. Sacramento: California State Parks.

USDA. (2016). *Web Soil Survey for Nevada County Area, California Ahwahnee sandy loam*. Natural Resources Conservation Service.

USDA. (2016). *Web Soil Survey for Nevada County Area, California Placer Diggings*. Natural Resources Conservation Services.

USDA. (2016). *Web Soil Survey for Nevada County Area, Sierra-Rock outcrop complex*. Natural Resources Conservation Service.

Greenhouse Gas Emissions

AEP. (2007). *Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*. Sacramento: AEP Association of Environmental Professionals.

California Air Pollution Control Officers Association. (2008). *CEQA & Climate Change*. Sacramento.

California Air Resources Board. (2005). *Mountain Counties*. Retrieved from PM Measures: <https://www.arb.ca.gov/pm/pmmeasures/pmch05/mouc05.pdf>

California Natural Resources Agency. (2009). *Proposed Guidelines Amendments and Related Materials*. Retrieved April 17, 2015, from California Natural Resources Agency: http://resources.ca.gov/ceqa/docs/FINAL_Text_of_Proposed_Amendments.pdf

CSP. (2008). *Cool Parks*. Retrieved April 17, 2015, from California State Parks: http://www.parks.ca.gov/?page_id=24872

Humboldt County. (2012). *Humboldt 21st Century General Plan*. Eureka: Humboldt County.

North Coast Unified Air Quality Management District. (n.d.). *Air Quality Planning & CEQA*. Retrieved April 17, 2015, from North Coast Unified Air Quality Management District: <http://www.ncuaqmd.org/index.php?page=aqplanning.ceqa>

North Coast Unified Air Quality Management District. (n.d.). *District Information*. Retrieved April 17, 2015, from North Coast Unified Air Quality Management District: <http://www.ncuaqmd.org/index.php?page=district.info>

Hazards and Hazardous Materials

Airnav.com. (2017, April 14). *Limberlost Ranch Airport Rough and Ready, CA, USA*. Retrieved from AirNav: <http://airnav.com/>

CalEPA. (2017, April 24). *Cortese List Data Resources*. Retrieved from California

Environmental Protection Agency: <http://www.calepa.ca.gov/sitecleanup/corteselist/>
CalFire. (2017, April 15). *California Fire Hazard Severity Zone Map update Project*. Retrieved from Calfire:
http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps
EnviroStor. (2016, November 15). *EnviroStor*. Retrieved from Department of Toxic Substances Control: <http://www.envirostor.dtsc.ca.gov/public/>
Geotracker. (2016, November 15). *Geo Tracker*. Retrieved from State Water Resources Control Board: <http://geotracker.waterboards.ca.gov/>

Hydrology and Water Quality

FEMA. (2017, March). *Flood Map Service Center*. Retrieved from Federal Emergency Management Agency: <https://msc.fema.gov/portal>
NOAA. (04/13/2017). *Global Summary of the Month for 2016*. Nevada City 3.4 NNW, CA US US1CANV0001: U.S. Department of Commerce.
USGS. (2005). *Use of Sediment Rating Curves and Optical backscatter Data to Characterize Sediment Transport in the Upper Yuba River Watershed, California, 2001-03*. Sacramento: Department of the Interior.
Tahoe National Forest, Bureau of Land Management, California State Parks, and Nevada County. 2004. *South Yuba River Comprehensive Management Plan*.
<http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/folsom/plans.Par.43086.File.dat/SoYubaPlan.pdf>

Land Use and Planning

5001-5099.12, P. §. (2017, March). *California Legislative Information*. Retrieved from Public Resources Code Division 5. Parks and Monuments:
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5001.&lawCode=PRC
County, N. (2012, March 18). *My Nevada County.com*. Retrieved from Genral Plan Maps:
<https://www.mynevadacounty.com/nc/igs/gis/Pages/General-Plan-Maps.aspx>
Tahoe National Forest, Bureau of Land Management, California State Parks, and Nevada County. 2004. *South Yuba River Comprehensive Management Plan*.
<http://www.blm.gov/pgdata/etc/medialib/blm/ca/pdf/folsom/plans.Par.43086.File.dat/SoYubaPlan.pdf>

Mineral Resources

Conservation, C. D. (1990). *Mineral Land Classification of Nevada County, California*. Sacramento: California Department of Conservation Division of Mines and Geology.

Noise

County, N. (2012, March 18). *My Nevada County.com*. Retrieved from Genral Plan Maps:
<https://www.mynevadacounty.com/nc/igs/gis/Pages/General-Plan-Maps.aspx>

County, N. (2014, January 26). *General Plan - Noise*. Retrieved from mynevadacounty: <https://www.mynvadacounty.com/nc/cda/planning/Pages/Nevada-County-General-Plan.aspx>

FHWA. (2006). *Construction Noise Handbook*. Washington D.C.: U.S. Department of Transportation.

Population and Housing

No sources cited.

Public Services

California Department of Forestry and Fire Protection. (2009). *CAL Fire Facilities/Names*. Retrieved from California Department of Forestry and Fire Protection: http://frap.cdf.ca.gov/webdata/maps/statewide/facname_map.pdf

Google. (2017). *Google Maps*. Retrieved from Google Maps: <https://www.google.com/maps/dir/39.2909267,-121.1957644/Nevada+County+Sheriff+Department,+950+Maidu+Ave,+Nevada+City,+CA+95959/@39.3026881,-121.2656884,12z/data=!4m9!4m8!1m0!1m5!1m1!1s0x809b720d6bee618f:0xd2bcb14757f28f72!2m2!1d-121.026047!2d39.2700244!3e>

Penn Valley Fire Protection District. (2016). *Penn Valley Fire Protection District*. Retrieved from Penn Valley Fire Protection District: <http://pennvalleyfire.com/home.html>

Recreation

California Department of Parks and Recreation (CDPR). 2017. California State Parks Website at <https://www.parks.ca.gov>. (Accessed April 11, 2017).

South Yuba River Park Association (SYRPA). 2017. Website: <http://southyubariverstatepark.org/index.html>. (Accessed April 11, 2017).

Transportation/Traffic

Airnav.com. (2017, April 14). *Limberlost Ranch Airport Rough and Ready, CA, USA*. Retrieved from AirNav: <http://airnav.com/>

NCTC. (2009, October 29). *Traffic Counts*. Retrieved from Nevada County Transportation Commission: <http://www.nctc.ca.gov/Traffic-Analysis-Data/Nevada-County/>

Utilities and Service Systems

No sources cited.

Mandatory Findings of Significance

No sources cited.

CHAPTER 7

REPORT PREPARATION

California Department of Parks and Recreation

Northern Service Center

Monica Aleman

Joel Bonilla

Dionne Gruver

Michael Jasinski

Roy W. Martin

Brad Michalk

Dan Osanna

[This Page is intentionally Left Blank]

[This Page is intentionally Left Blank]

SENSITIVE SPECIES LIST

[This Page is intentionally Left Blank]

ACRONYMS & DEFINITIONS

ADA – Americans with Disability Act	FP, P - Fully Protected or Protected
ADI - Area of Direct Impact	GHGs - Greenhouse Gases
ALS - Advanced Life Support	HABS – Historic American Buildings Survey
amsl - Above Mean Sea Level	HAER – Historic American Engineering Record
APCD - Air Pollution Control District	IS/MND - Initial Study/Mitigated Negative Declaration
APE - Area of Potential Effect	MBTA - Migratory Bird Treaty Act
APEFZ - Alquist-Priolo Earthquake Fault Zone	MCAB - Mountain Counties Air Basin
ARB - Air Resources Board	NAAQS - National Ambient Air Quality Standards
BGEPA - Bald and Golden Eagle Protection Act	NMFS - National Marine Fisheries Service
BMP – Best Management Practice	NRHP – National Register of Historic Places
Bridge – Bridgeport Covered Bridge	NSAQMD - Northern Sierra Air Quality Management District
CAAQS - California Ambient Air Quality Standards	OHWM - ordinary high water mark
CalEPA – California Environmental Protection Agency	PM_{2.5} - Fine Particulate Matter
CalFire – California Department of Forestry and Fire Protection	PM₁₀ - Suspended Particulate Matter
California Register – California Register of Historical Resources	POST - Peace Officer Standards and Training
CARB – California Air Resources Board	PRC – Public Resources Code
CCR – California Code of Regulations	PSR - Project Specific Requirements
CDFW – California Department of Fish and Wildlife	RWQCBs - Regional Water Quality Control Boards
CEQA - California Environmental Quality Act	SHPO – State Historic Preservation Officer
CHP - California Highway Patrol	SPR – Standard Project Requirements
CNDDB - California Natural Diversity Database	SPRP - Spill Prevention and Response Plan
CNPA - California Native Plant Society	SR - State Route
CRLF - California red-legged frog	SRA - State Responsibility Areas
CSP - California State Parks	SSC - Species of Special Concern
CSQA – California Stormwater Quality Association	SWRCB - The State Water Resource Control Board
CV - Central Valley steelhead	SYRCMP – South Yuba River Comprehensive Management Plan
CVRWQCB - Central Valley Regional Water Quality Control District	SYRSP - South Yuba River State Park
CVSR - central valley spring-run Chinook salmon	USACE - U.S. Army Corps of Engineers
CWA - Clean Water Act	USDA - US Department of Agriculture
DPS - NMFS Distinct Population Segment	USEPA - U.S. Environmental Protection Agency
DTSC - Department of Toxic Substances Control	USFWS - U.S. Fish and Wildlife Service
EIR – Environmental Impact Report	USGS - United States Geological Survey
FEMA – Federal Emergency Management Agency	VRPs - Visibility Reducing Particle
FIRM - FEMA publishes Flood Insurance Rate Maps	
Bridgeport Covered Bridge ADA and Rehabilitation Project	
South Yuba River State Park	
California State Parks	