TRINITY RIVER BRIDGES PROJECT

EIR Addendum for Poker Bar Bridges

November 19, 2003

Location:
Trinity County, California
Township 33N, Range 9W, Sections 13, 23, 32, 33, and 34, MDBM
USGS *Weaverville* and *Lewiston* 7.5-Minute Quadrangles

Project Applicant and NEPA Lead Agency:
Doug Schleusner, Executive Director
Trinity River Restoration Program
U.S. Department of the Interior – Bureau of Reclamation
P.O. Box 1300
1313 Main Street
Weaverville, CA 96093
Phone: (530) 623-1801
Email: dschleusner@mp.usbr.gov

CEQA Lead Agency
Trinity County
Planning Department – Natural Resource Division
P.O. Box 156
Hayfork, CA 96041
State Clearing House SCH # 2005042074

Applicant's Consultant:
North State Resources, Inc.
5000 Bechelli Lane, Suite 203
Redding, CA 96002
Attn: Paul Uncapher
Phone: (530) 222-5347 ext. 25
Email: uncapher@nsrnet.com

Introduction

On July 3, 2003, the U.S. Bureau of Reclamation (Reclamation), the U.S. Bureau of Land Management, and Trinity County (County), lead NEPA and CEQA agencies, completed the final joint Environmental Assessment (EA)/Environmental Impact Report (EIR) for the proposed Trinity River Bridges Project (Project). This project was identified as SCH# 2002042074 by the State Clearing House. Subsequent to the certification of the EIR by the County, additional information was provided to the lead agencies that resulted in the preparation of this addendum to the EIR pursuant to Section 15162 & Section 15164 of the California Code of Regulations: CEQA Guidelines.

This addendum is intended to augment and update the project descriptions and the environmental analyses provided by the original *Trinity River Bridges Project* EA/Draft EIR. This addendum was prepared as a result of minor, but necessary changes to the proposed action relative to the Poker Bar Bridge component of the Project. The proposed action for the Poker Bar location requires construction of new bridges immediately upstream of the existing structures. This addendum addresses the siting of the new bridges, and the construction of temporary crossings during construction. The revised project will adjust the placement of the new bridges to coincide with the existing bridge location to the extent feasible. As described in **Attachment A,** (**Revised Project Description**) the new bridges will be slightly larger than the existing structures, but consistent with the description outlined in Chapter 2 of the EA/Draft EIR (page 2-74).

In order to satisfy the conditions set forth in Section 15162 of the *CEQA Guidelines* ,the County has used the **Environmental Checklist for Supplemental Review** (**Attachment B**) to make the following determinations:

- No substantial changes are proposed in the project that require major revisions to EIR prepared by the County due to the involvement of significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- No substantial changes will occur with respect to the circumstances under which the project is undertaken, and no major revisions to the EIR will be required.
- No substantial new information has been provided that would require a major revision to the EIR.

Based on the information incorporated into the **Environmental Checklist for Supplemental Review** there are no conditions that would require the preparation of a subsequent or supplemental EIR pursuant to Section 15162 and 15163 of the *CEQA Guidelines*.

Attachment A

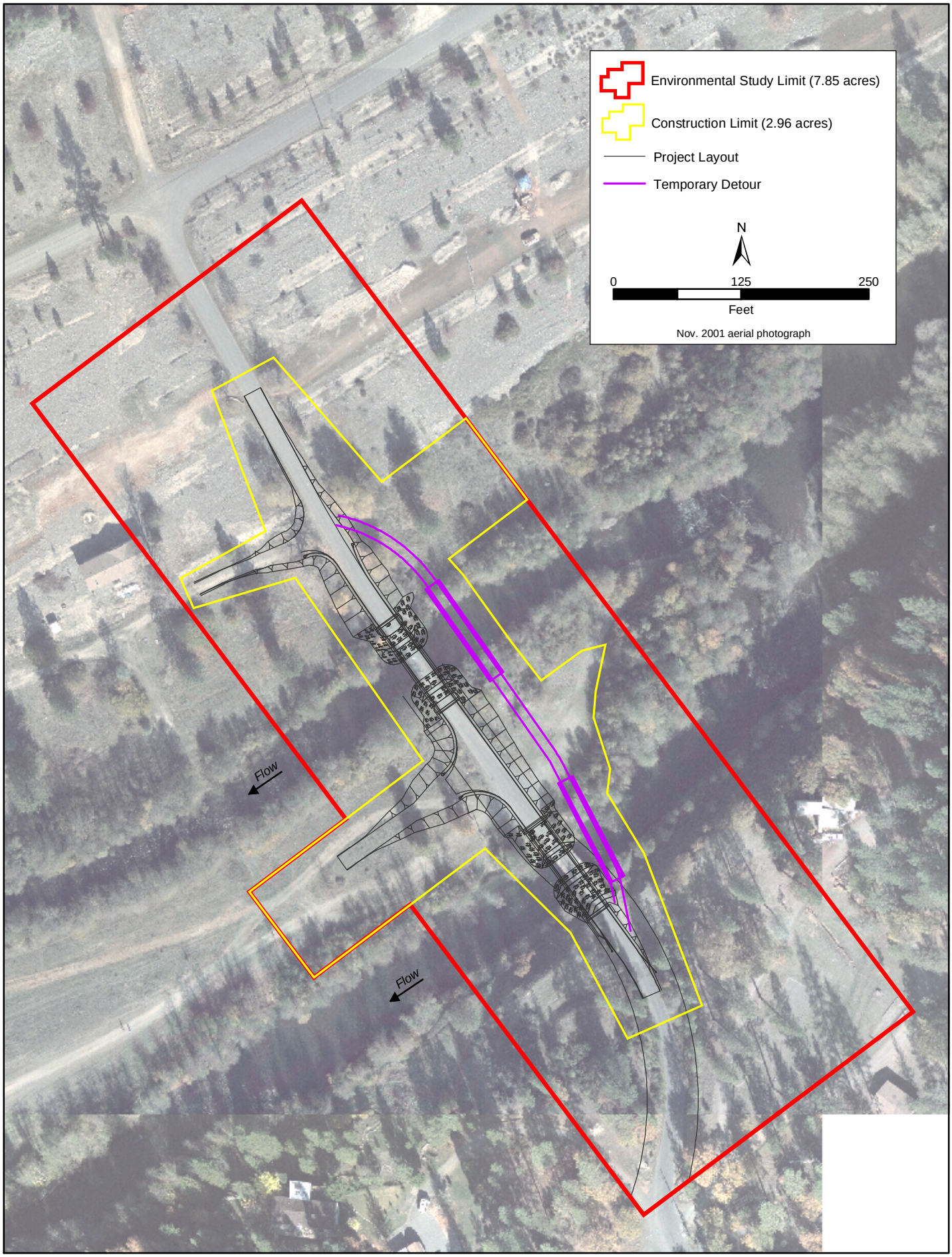
Poker Bar

The Lead Agencies considered three alternative configurations at the Poker Bar Bridge site prior to selecting the Proposed Action alternative. The Trinity River Bridges EA/DEIR (Figures 2-13, 2-14, and 2-15) provides detailed construction drawings and specifications that have been prepared for the Proposed Action bridge structure. Following is a summary of the revised Proposed Action at this site. **Figure 1** provides a visual perspective of the project layout as revised.

The existing Poker Bar Bridges are on Bridge Road and connect Poker Bar Road with Red Lane, River Road, and Quad P Road and serve seventy-seven parcels on the right (northwestern) bank of the river. At the Poker Bar site, the river bifurcates and flows around an island (Poker Bar) consisting of a very large channel bar deposit. The left (southeastern) channel is considered the main channel and for discussion purposes, the bridges are described looking downstream. The existing structure over the left (southeast) channel is 52 feet long, 20 feet wide, and consists of twin side-by-side railroad flatcars supported by concrete abutments on steel "H" piles. The concrete abutments contain two riveted steel caissons, which appear to be remnants of a previous bridge structure. The presence of large, concrete slabs in the channel, just downstream of the existing bridge provides further evidence of a previous bridge. The existing structure over the right (northwest) channel is 87 feet long, 18 feet wide and consists of twin side-by-side railroad flatcars supported on abutments consisting of four steel "H" piles and a timber log. This bridge does not have a concrete abutment or wing walls of any kind. The right channel bridge deck is paved with asphalt concrete pavement. The approach roadways are approximately 18-feet-wide, with chip seal surfacing and no shoulders. Access to Poker Bar is via the roadway between the bridges. Both single-span bridges are privately owned.

In contrast to the proposed action description in the March 12, 2003 BA/EFHA and May 5, 2003 EA/DEIR (Proposed Action), the new bridges will be placed in essentially the same horizontal alignment as the existing bridges (previously described as being placed 35 feet upstream of the existing bridges) and temporary access will be accomplished by placement of 2 temporary bridges approximately 40 feet upstream (previous temporary access was to be accomplished by use of the existing bridges). This modification allows use of the existing easement agreements for permanent access roadway and diminishes new impacts to private riverfront real estate holdings and minimizes permanent environmental impacts.

The proposed permanent bridge types are single span prefabricated steel trusses with reinforced concrete decks, designed to carry HS20 loading. The proposed bridges are 110 feet long over the left channel and 105 feet long over the right channel. The longer spans will provide for a wider flow area under the bridges that will reduce the backwater elevation, and water velocities. The proposed bridges will have an 18-foot clear roadway width and provide two 9-foot lanes. The total structure width including the truss members is 22 feet. The bridge superstructure and guardrail will be fabricated with weathering steel.



F:\10006 - Environmental Survey at Four Bridge Replacement Sites\GIS\10006_Poker_Bar_Revised_Project_Layout.mxd 11-11-03 tanderson

Source: NSR, Inc.; USBR, Mid-Pacific Region

Trinity River Bridges Project

North State Resources, Inc.

Figure 1
Poker Bar Bridges Project Layout (Revised)
November, 2003

Approach guard railing will be placed at the both ends of the bridges and along the length of the roadway embankment between the two bridges. Access to the downstream portion of Poker Bar will be provided with a ramp from the roadway embankment. No vehicular access will be provided for the upstream portion of Poker Bar.

The bridge and roadway profiles will have a crowned cross section, which will provide sufficient gradient for drainage of surface water. Drainage of the bridge deck will be designed to prevent direct discharge of stormwater from the deck to the live stream.

The proposed bridge abutments will be located outside of the Ordinary High-Water Mark (OHW), allowing the contractor to access and install foundations without encroaching upon the river. The abutments will be founded on drilled shafts using industry standard equipment and procedures resulting from contractor's selected methods. All material and water required for drilling and installing the drilled shafts will be contained and disposed of off-site by the contractor at an approved and appropriate disposal site. The specifications will require that no cement fines, drilling fluids or contaminated water will be allowed to enter the ground or stream. Abutment wing walls will be reinforced concrete and/or reinforced earth.

The bridges are designed for a speed of 15 mph. Speed limit signs and other applicable signs will be added on each approach roadway. The left approach roadway will be raised approximately 8 feet and will have 2:1 side slopes. The proposed alignment from the left approach descends towards the proposed bridges at an existing grade of about 13 percent, and transition to 2.9 percent grade across the left bridge via a 102-foot vertical curve. The road between the two bridges will be raised to elevation 1734.0 feet msl near the right abutment of the left bridge, and continue at an elevation of 1734.0 feet msl to the right abutment of the right bridge. The portion of road between the two bridges and the approaches will have an 18-foot clear roadway width, and will be paved with asphalt concrete. The roadway profile for the Poker Bar Bridges is based on the Caltrans and FHWA hydraulic freeboard guidelines. The application of these guidelines results in 2 feet of freeboard over the 50-year event and the ability to pass the 100-year event.

Access for homeowners, construction equipment and personnel during construction will be provided by placing two 110' long temporary bridges approximately 40 feet upstream of the existing bridges. The temporary bridges will be adequately designed to temporarily provide safe crossing of residential traffic and heavy equipment to Poker Bar. Foundations for the temporary bridge abutments will be designed in such a manner as to leave no permanent impact on the existing terrain. All materials associated with temporary access (i.e., embankment, bridges) will be removed and disposed of according to the contract provisions. Pile-driving for foundations will not be permitted. Temporary closures of Poker Bar Road, Bridge Road, and the existing bridges may be necessary at times during construction, particularly near the completion of the work (i.e., when tying the new road alignment onto the existing road alignment). The proposed bridge and roadway require approximately 4,000 cubic yards of imported embankment material for embankment and structural backfill. This material will be hauled from an approved borrow source. The material will be free from chemical contamination, vegetation, roots, trash, debris, or other unsatisfactory material. All lumps, clods, and oversize particles shall be removed. Slope protection will be provided for all bridge abutments and on both sides of the road between the two bridges to protect the abutments and embankments from erosive high-flows. An estimated 2000 cubic yards of imported rip-rap will be required for slope and abutment protection. When riprap for slope protection is required, the rock used for rip-rap shall be hard,

dense, and durable. In contrast to the original Proposed Action this project proposes to place riprap slope protection below the OHW. To minimize the extent of riprap encroachment below the OHW, the rip-rap will be "1/4-ton" class engineered for placement on 1.5:1 slopes. Either quarried rock or boulders may be used for rip-rap. Engineered placement of ¼-ton riprap on 1.5:1 slopes requires integrated installation of geotextile underlayment, effectively preventing vegetation planting of the interstices. The engineering design of riprap slope protection will not require excavation of soils below the OHW. Riprap slope protection will extend below the OHW at each of the 4 abutments for an approximate average width of 10 feet from the bank and for an average length of approximately 50 feet as measured along the bank.

Total "in-river" work will be limited to placement of riprap slope protection below the OHW, removal of foundation elements of the existing bridges, and temporary access ramps and/or work platforms as noted below. This work will occur between May 15 and September 15, of any year, in contrast to the original Proposed Action description.

To facilitate construction of the new bridge and demolition of the existing bridge, including equipment crossing of the main river channel, the contractor will be allowed to install temporary in-river access ramps and/or work platforms. The in-river work area will be defined as those areas within the boundaries of the OHW as established and/or delineated by ACOE. Additional in-river work not anticipated by the original project description is that the contractor may build an in-river work platform(s) as required for bridge construction or demolition and may construct a ford across the river within the designated Poker Bar construction limits (see May 5, 2003 EA/DEIR Figure 2-15). The ford would be constructed out of spawning gravels and/or other clean materials. At least 2/3 of the total length of the ford will be under water at least 1 foot deep. Vehicles approved for crossing the ford will be limited to those that cannot safely pass over the existing bridges or temporary bridge structures. When the ford is no longer needed, Reclamation's fishery biologist will examine the site and determine whether to further spread spawning gravel or leave in place. In contrast to the in-river work period described by the March 12, 2003 BA/EFHA and May 5, 2003EA/DEIR, construction feasibility at Poker Bar will require entry into the river, starting May 15 and extending until September 15 in any year.

Temporary in-river work platforms may be constructed to support cribbing, shoring or scaffolding during the in-river work period. Temporary access ramps, platforms, cribbing, shoring and scaffolding, etc. will not be constructed such that the total network of such elements presents a dangerous obstruction to recreational river use, including rafts, boats, canoes, etc. Warning signs will be placed upstream of the site. Temporary in-river access ramps and/or work platforms may be constructed with clean spawning gravels (between 3/8 inch and 4-inches in diameter; Pollock 1969; Bell 1986), from Trinity Basin sources and/or clean materials not otherwise harmful to the aquatic environment and by methods not otherwise harmful to the aquatic environment and in accordance with in-river work schedule restrictions. Placement of temporary in-river access and/or work platforms with a surface elevation higher than 1 foot below the river water surface elevation will not obstruct cross-sectional stream flow to a total, cumulative extent greater than 1/3 of the cross-sectional wetted channel width. The contractor will be required to protect all work in the floodplain from high-flow events. Best Management Practices (BMP's) will be placed to prevent erosion and to keep sediment from entering the stream channel. Placement of materials will not cause turbidity in excess of that allowed in the Basin Plan and will not introduce harmful substances or chemicals into the

river. Except for clean spawning gravels, any materials used for temporary access and/or platforms within the boundaries of the OHW will be removed from the river prior to the end of the in-river work period. When temporary access and/or work platforms are no longer needed, Reclamation's fishery biologist will examine the site and determine whether to spread spawning gravel or leave in place. Determination will be based upon impact to coho salmon and their critical habitat. If so directed, the contractor will spread spawning gravels to a thickness to ensure that greater than 1 foot of water depth is maintained above the gravel and in such a manner as to not obstruct stream flow or interfere with fish passage.

The contractor's plan for utilization of construction equipment and placement of constructed elements will be approved only if the cumulative site use at any time does not present an unduly hazardous obstruction to recreational river use, including rafts, boats, canoes, etc.

The contractor will be required to protect all work in the floodplain from high-flow events. BMP's will be placed to prevent erosion and to keep sediment from entering the stream channel. Placement of materials will not cause turbidity in excess of that allowed in the Basin Plan and will not introduce harmful substances or chemicals into the river. A seep well may be constructed outside the OHW to provide construction "make-up" water for construction activities. The well may consist of large diameter, perforated pipe placed vertically in the soil to a depth below the groundwater level. The annular space around the pipe will be filled with large aggregate to promote groundwater flow to the well. Should dewatering be required for construction at the site, the dewatering discharge will be contained in a tank or onsite containment/infiltration basin. In the event that an infiltration basin is used, discharge to the basin will be limited to water/groundwater only and will not be contaminated with deleterious construction byproducts.

The bridges will remain on private property, and will be the property of the Poker Bar Homeowners Association - East. Signs will be posted near the left approach to designate that the bridge and road are private. Additional permanent easement area both upstream and downstream may be required to accommodate the proposed bridge, roadway alignment and approach fills. Temporary construction easements on both sides of the proposed bridge will be necessary for construction activities. Contractor staging areas are available within the construction area limits (CAL). The contractor will be required to place lath, flagging or other suitable markers at the edge of the CAL to identify the area of permitted activity.

Demolition of the existing flatcars and pilings may require use of a crane, cutting torches and/or other demolition equipment. The railroad flat cars can be dismantled and salvaged. The existing concrete abutments will be demolished and broken up into pieces that can be easily handled with typical construction equipment, such as a crane and haul trucks. No construction debris resulting from demolition will be allowed to enter the stream. Any excess non-native material located within "waters of the U.S." will be removed and disposed off according to the contract provisions. The selected method of disposition of the existing bridge components (demolition or re-use elsewhere) will determine the amount and type of wastes produced. The contractor will be required to dispose of material offsite at an acceptable disposal site determined by the type of material encountered. Any demolition activities that may create lead paint chips will require a lead containment system**.**

Project Timing:

Reclamation proposes to begin construction in April 2004 with placement of temporary bridges, abutments and detours. Construction of the new roadway alignment, bridges and abutments and final project components will be completed by January 2005. Demolition of the existing bridges is anticipated to occur after temporary bridge placement and prior to September 15, 2004.

Attachment B

ENVIRONMENTAL CHECKLIST

FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigations in prior environmental documents. The environmental categories might be answered with a "no" in the checklist since the component project (SCH # 2002042074) does not introduce changes that would result in a modification to the conclusion of the prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact Was Analyzed

This column provides a cross-reference to the pages of the prior environmental document where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review or a substantial increase in the severity of a previously identified impact.

Any New Circumstances Involving New Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents that would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the project

will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives that are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, then the question would be answered "Yes," requiring the preparation of a subsequent or supplemental EIR. However, if the additional analysis completed as part of this Environmental Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified environmental impacts are not found to be more severe, or additional mitigation is not necessary, then the question would be answered "No" and no additional environmental documentation (supplemental or subsequent EIR) is required. New studies completed as part of this environmental review are attached to this Addendum, or are on file with the Planning Department.

Mitigations Implemented to Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigations to address effects in the related impact category. In some cases, the mitigations have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigation to Address Impacts?
1. Aesthetics. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	3.14-50 to 3.14-52	No	No	No	NA
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	3.14-50 to 3.14-52	NA	NA	NA	NA
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	3.14-52	No	No	No	NA
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	3.14-53	No	No	No	NA
Discussion: The type and size of the structures is similar to that described in the EA/EIR. The left approach will be require less excavation and results in a reduction of embankment size. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion: N**o new, or additional mitigation measures are required					
2. Agriculture. 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?	N/A	NA	NA	NA	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	N/A	NA	NA	NA	NA

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigation to Address Impacts?
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	N/A	NA	NA	NA	NA
Discussion: **Mitigation Measures:** **Conclusion:**					
3. Air Quality. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	3.12-12; 3.12-17 to 3.12-19	No	NO	No	Yes
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	N/A	NA	NA	NA	NA
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	4-10	NA	NA	NA	NA
d. Expose sensitive receptors to substantial pollutant concentrations?	3.12-12; 3.12-17 to 3.12-19	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	NA	NA	NA	NA	NA
Discussion: The left approach will require less excavation and results in a reduction of embankment size, therefore reducing the potential for particulates associated with construction activities. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No new or additional mitigation measures are required.					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
4. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	3.6-36 to 3.6-37; 3.6-61 to 3.6-71; 3.7-43 to 3.7-44; 3.7-75; 3.7-77 to 3.7-88	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	3.6-37; 3.6-69 to 3.6-71; 3.7-3 to 3.7-16; 3.7-19 to 3.7-32	No	No	No	Yes
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	3.7-33 to 3.7-34; 3.7-76 to 3.7-77	No	No	No	Yes
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	3.6-37; 3.6-67 to 3.6-68; 3.7-84 to 3.7-85	No	No	No	Yes
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	N/A	NA	NA	NA	NA
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?	N/A	NA	NA	NA	NA

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
Discussion: a-d: The project change will result in placement of rip-rap adjacent to the bridge abutments. Due to an omission in the design drawings, rip-rap placement was unintentionally omitted from the Biological Assessment/Biological Opinion prepared for this project. Subsequent consultation with NOAA Fisheries and California Department of Fish and Game has occurred. These agencies concur with the finding that placement of rip-rap does not result in a substantially more sever impact to species and habitat under their jurisdiction. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No new or additional mitigation measures are required.					
5. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	3.11-10; 3.11-13 to 3.11-14	NA	NA	NA	NA
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	3.11-10; 3.11-13 to 3.11-14	NA	NA	NA	NA
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	3.11-13 to 3.11-14	NA	NA	NA	NA
d. Disturb any human remains, including those interred outside the formal cemeteries?	3.11-13 to 3.11-14	NA	NA	NA	NA
Discussion: **Mitigation Measures:** **Conclusion:**					
6. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer	3.3-14; 3.3-24	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?					
b. Result in substantial soil erosion or the loss of topsoil?	3.3-14; 3.3-25 to 3.3-26; 3.5-23	No	No	No	Yes
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?	3.3-14 3.3-24	No	No	No	Yes
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	N/A	No	No	No	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	N/A	No	No	No	Yes
Discussion: a. The revised project will require placement of temporary bridges and constructed embankments. The temporary bridges and associated features will be designed to criteria described in the EA/EIR. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No new or additional mitigation measures are required.					
7. Hazards and Hazardous Materials. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	3.15-11; 3.15-17 to 3.15-18	No	No	No	Yes
b. Create a significant hazard to the public or the	3.15-11;	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	3.15-18 to 3.15-19				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	N/A	N/A	N/A	N/A	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	N/A	N/A	N/A	N/A	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	N/A	N/A	N/A	N/A	N/A
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	N/A	N/A	N/A	N/A	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	3.15-11; 3.15-19	No	No	No	Yes
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	N/A	NA	NA	NA	NA
Discussion: a,b,g. The revised project does not include any substantive or measurable changes relative to hazards or hazardous materials. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No new or additional mitigation measures are required.					

		Do Proposed	Any New		

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
8. Hydrology and Water Quality. Would the project:					
a. Violate any water quality standards or waste discharge requirements?	3.5-7; 3.5-20 to 3.5-25	No	No	No	Yes
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	3.4-24	No	No	No	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	3.4-23 3.5-7 3.5-20 to 3.5-25	No	No	No	Yes
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	3.4-23	No	No	No	NA
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	3.5-7; 3.5-22 to 3.5-23	No	No	No	Yes
f. Otherwise substantially degrade water quality?	3.5-7, 3.5-20 to 3.5-25	No	No	No	Yes
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?	N/A	N/A	N/A	N/A	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	3.4-23 to 3.4-24	No	No	No	NA
		Do Proposed Changes Involve	Any New Circumstances		Do Prior

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	New Significant Impacts or Substantially More Severe Impacts?	Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Environmental Documents Contain Mitigations to Address Impacts?
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	N/A	N/A	N/A	N/A	N/A
j. Inundation by seiche, tsunami, or mudflow?	N/A	N/A	N/A	N/A	N/A
Discussion: a-f, h. The revised project will utilize the existing bride abutment locations, thereby reducing the amount of excavation necessary for construction. A reduction in the area of excavation equates to reduced surface area susceptible to erosional processes. Temporary impacts associated with construction of embankments for a temporary bridge are expected to be similar to those described in the EA/EIR. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No additional mitigation measures are required. An erosion and sedimentation control plan will be required as per the EA/EIR.					
9. Land Use and Planning. Would the project:					
a. Physically divide an established community?	N/A	N/A	N/A	N/A	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	3.2-23; 3.2-43 to 3.2-48	No	No	No	NA
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	N/A	N/A	N/A	N/A	N/A
Discussion: **Mitigation Measures:** **Conclusion:**					
10. Mineral Resources. Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	N/A	N/A	N/A	N/A	N/A
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?	N/A	N/A	N/A	N/A	N/A
		Do Proposed Changes Involve	Any New Circumstances		Do Prior

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	New Significant Impacts or Substantially More Severe Impacts?	Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Environmental Documents Contain Mitigations to Address Impacts?
Discussion: **Mitigation Measures:** **Conclusion:**					
11. Noise. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	3.16-15; 3.16-19 to 3.16-20	No	No	No	Yes
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	N/A	N/A	N/A	N/A	N/A
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	N/A	N/A	N/A	N/A	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	3.16-15; 3.16-19 to 3.16-20	No	No	No	Yes
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	N/A	N/A	N/A	N/A	N/A
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	N/A	N/A	N/A	N/A	N/A
Discussion: The revised project will require the same level of construction equipment and associated noise. Physical siting of the project will not change the noise related effects. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No additional mitigation measures are required					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
12. Population and Housing. Would the project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	N/A	N/A	N/A	N/A	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	N/A	N/A	N/A	N/A	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	N/A	N/A	N/A	N/A	N/A
Discussion: **Mitigation Measures:** **Conclusion:**					
13. Public Services.					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	3.17-10 3.17-25	No	No	No	Yes
Fire protection?	3.17-25	No	No	No	Yes
Police protection?	3.17-25	No	No	No	Yes
Schools?	NA	NA	NA	NA	NA
Parks?	NA	NA	NA	NA	NA

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
Other public facilities?	NA	NA	NA	NA	NA
Discussion: The revised project will provide temporary access for emergency vehicles. The placement of temporary bridges upstream of the existing bridges may reduce the overall need for temporary closures. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No additional mitigation measures are required					
14. Recreation.					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	N/A				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	N/A				
Discussion: **Mitigation Measures:** **Conclusion:**					
15. Transportation/Traffic. Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	3.18-10; 3.18-21 to 3.18-22	No	No	No	NA
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	N/A	N			

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
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?	N/A				
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	N/A				
e. Result in inadequate emergency access?	3.17-25	No	No	No	Yes
f. Result in inadequate parking capacity?	3.18-10; 3.18-24	No	No	No	NA
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	N/A				
Discussion: e. The revised project will provide temporary access for emergency vehicles. The contractor will be required to notify health and safety officials 72 hours prior to any closures that would inhibit emergency vehicle access. **Mitigation Measures:** No significant or substantially more severe impacts were identified. **Conclusion:** No additional mitigation measures are required					
16. Utilities and Service Systems. Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	N/A				
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	N/A				
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	N/A				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	N/A				

		Do Proposed	Any New		

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	N/A				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	3.17-10; 3.17-24	No	No	No	NA
g. Comply with federal, state, and local statutes and regulations related to solid waste?	N/A				
Discussion: **Mitigation Measures:** **Conclusion:**					
17. Mandatory Findings of Significance.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	3.6-37	No	No	Yes	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	4-1 to 4-12	No	No	No	NA

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Contain Mitigations to Address Impacts?
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	N/A				
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	3.14-53	No	No	No	Yes

Discussion: a. A supplemental BA/EFHA has been prepared by the applicant for consideration in a BO issued by NOAA Fisheries. Discussions with NOAA Fisheries indicate that their forthcoming Project BO will concur with the BA regarding the effects of the project on federally listed species and will again authorize incidental take.

Mitigation Measures: a. No additional significant or substantially severe impacts were identified with this action

Conclusion: No additional mitigation measures are required