

# RECLAMATION

*Managing Water in the West*

## Supplemental Finding of No Significant Impact

### Lower American River Salmonid Spawning Gravel Augmentation and Side-Channel Habitat Establishment Program

Recommended:

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Date:

9/3/10

Recommended:

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Date:

9/3/10

Approved:

[Signature]  
Chief, Division of Environmental  
Affairs

Date:

9/3/10

FONSI No.

10-31-MP



U.S. Department of the Interior  
Bureau of Reclamation  
Mid-Pacific Region  
Sacramento, California



## **Background**

In 2008, the Bureau of Reclamation (Reclamation) prepared an environmental assessment (EA) for its Lower American River Salmonid Spawning Gravel Augmentation and Side Channel Habitat Establishment Program. The Finding of No Significant Impact was signed on August 8, 2008. Reclamation began the gravel and channel habitat work in September 2008 and continued in 2009. Reclamation proposes to modify its proposed action to meet its program objectives by including the gravel acquisition site at Sailor Bar which is identified, and analyzed, as an alternative in the 2008 EA; to alter the gravel transportation route to the upper Sunrise gravel augmentation site; to alter hauling routes within Sailor Bar; and to alter the capacity of trucks delivering gravel to Sailor Bar. Also, the supplemental EA recognizes that work in any one year could be completed in a shorter time than assumed in the 2008 EA.

## **Findings**

Reclamation prepared a supplemental EA on the modifications in September 2010 which is incorporated by reference. The Division of Environmental Affairs of the Mid-Pacific Region of Reclamation has found that the modification to the proposed action is not a major Federal action that would significantly affect the quality of the human environment. Therefore, an environmental impact statement is not required for carrying out the modification to the proposed action. The EA complies with the Council of Environmental Quality's National Environmental Policy Act Regulations and other requirements such as the Endangered Species Act, the National Historic Preservation Act, and local and State requirements. It meets Reclamation's public involvement requirements.

Following are the reasons why the impacts of the modification to the proposed action are not significant:

1. The modifications will not significantly impact traffic. There will be no changes in level of service. Increases in traffic on Sunset Boulevard, Hazel Avenue, Winding Way, and Illinois Avenue will not exceed the Sacramento County significance threshold.
2. The modifications will not significantly impact air quality because air quality thresholds will not be exceeded.
3. The modifications will not significantly impact noise because noise levels will comply with the Sacramento County exterior noise level standard.
5. The modifications will not significantly affect cultural resources. The use of historic tailings from Sailor Bar was found to be an adverse effect to the historic property. Reclamation and the California State Historic Preservation Officer executed a Memorandum of Agreement on September 2, 2010 regarding the resolution of these adverse effects. The mitigation for the adverse effects to the historic property is to develop a public interpretive exhibit commensurate with the historical significance of Sailor Bar and install an exhibit at Sailor Bar.
6. The modification does not change the impact analysis or conclusions for any other resources.



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**Supplemental Environmental Assessment**

## **Lower American River Salmonid Spawning Gravel Augmentation and Side-Channel Habitat Establishment Program**



U.S. Department of the Interior  
Bureau of Reclamation  
Mid-Pacific Region  
Sacramento, California

September 2010



## **Introduction**

In 2008, the Bureau of Reclamation (Reclamation) prepared an environmental assessment (EA) for its Lower American River Salmonid Spawning Gravel Augmentation and Side Channel Habitat Establishment Program. The Finding of No Significant Impact was signed on August 8, 2008. Reclamation began the gravel and channel habitat work in September 2008 and continued in 2009. Presently, Reclamation proposes to modify its proposed action to meet its program objectives by including the gravel acquisition site at Sailor Bar which is identified, and analyzed, as an alternative in the 2008 EA; to alter the gravel transportation route to the upper Sunrise gravel augmentation site; to alter hauling routes within Sailor Bar; and to alter the capacity of trucks delivering gravel to Sailor Bar. Also, the supplemental EA recognizes that work in any one year could be completed in a shorter time than assumed in the 2008 EA.

This supplemental EA includes details of the changes to the proposed action, and the environmental effects of these changes relative to the 2008 EA. Detailed changes in effects are only described if they are significant.

## **Proposed Action**

Reclamation now proposes the option of acquiring gravel at Sailor Bar. In the 2008 EA, this was considered an alternative, pending resolution of cultural resources issues. Reclamation and the California State Historic Preservation Officer (SHPO) have signed a memorandum of agreement (MOA) to resolve adverse effects to the Sailor Bar historic property. The MOA completes the National Historic Preservation Act Section 106 consultation requirements.

Reclamation proposes the option of using an existing fire hydrant at Sailor Bar to provide water for dust control.

Reclamation proposes to include alternative gravel hauling routes within Sailor Bar for transporting gravel from Mississippi Bar. An unimproved road exists from the parking area near the Illinois Avenue entrance that connects with the existing roads leading to the augmentation sites. This route is shown in figures 1 and 2.

Reclamation proposes to access the upper Sunrise gravel augmentation site (Site 6) and side-channel site (Site 3) from Sailor Bar, on the north side of the river, rather than the south side of the river. The proposal includes filling the incised channel to re-water the existing side-channel.

Reclamation proposes to include various truck capacities in its proposed action. Analysis in the 2008 EA assumed that 24-ton trailer trucks would be used to deliver gravel from Mississippi Bar to sites accessed from Sailor Bar. The proposed action is to include 12-ton trucks.



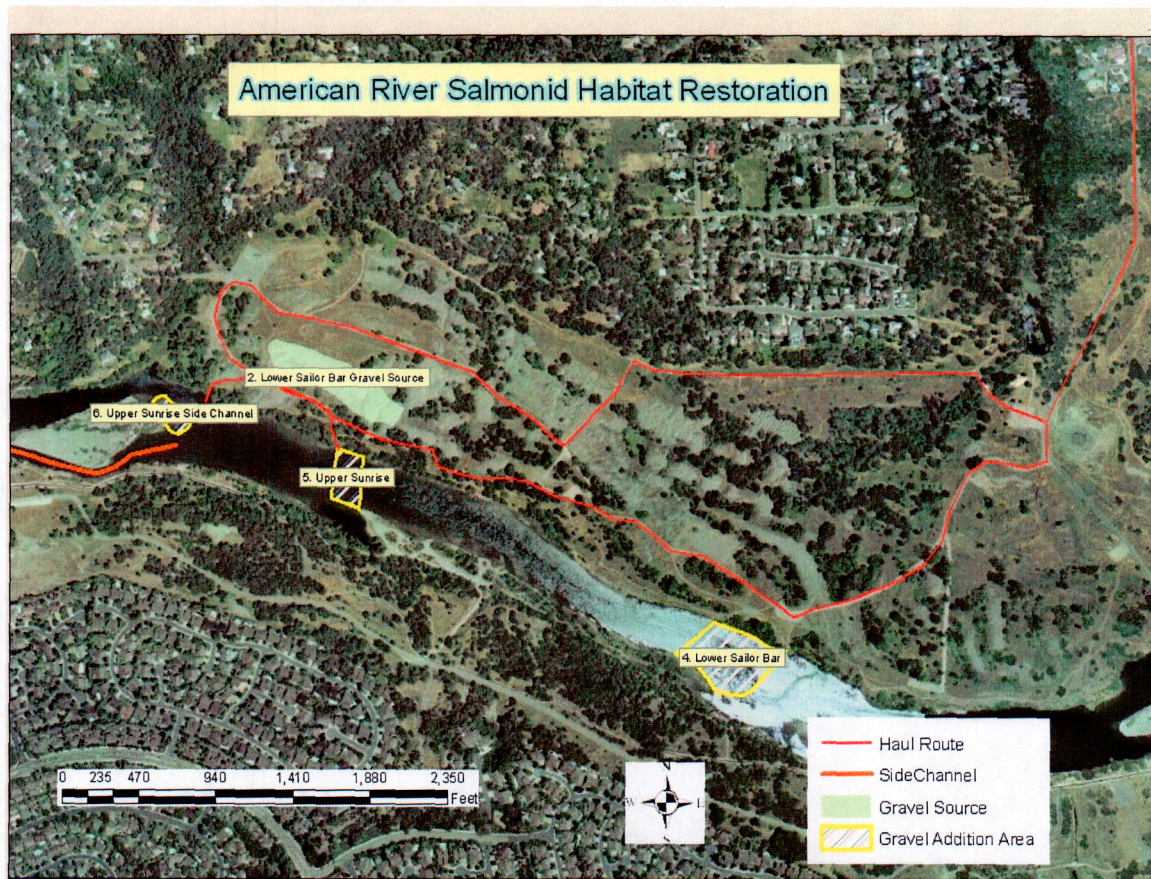


Figure 1. Mississippi Bar site



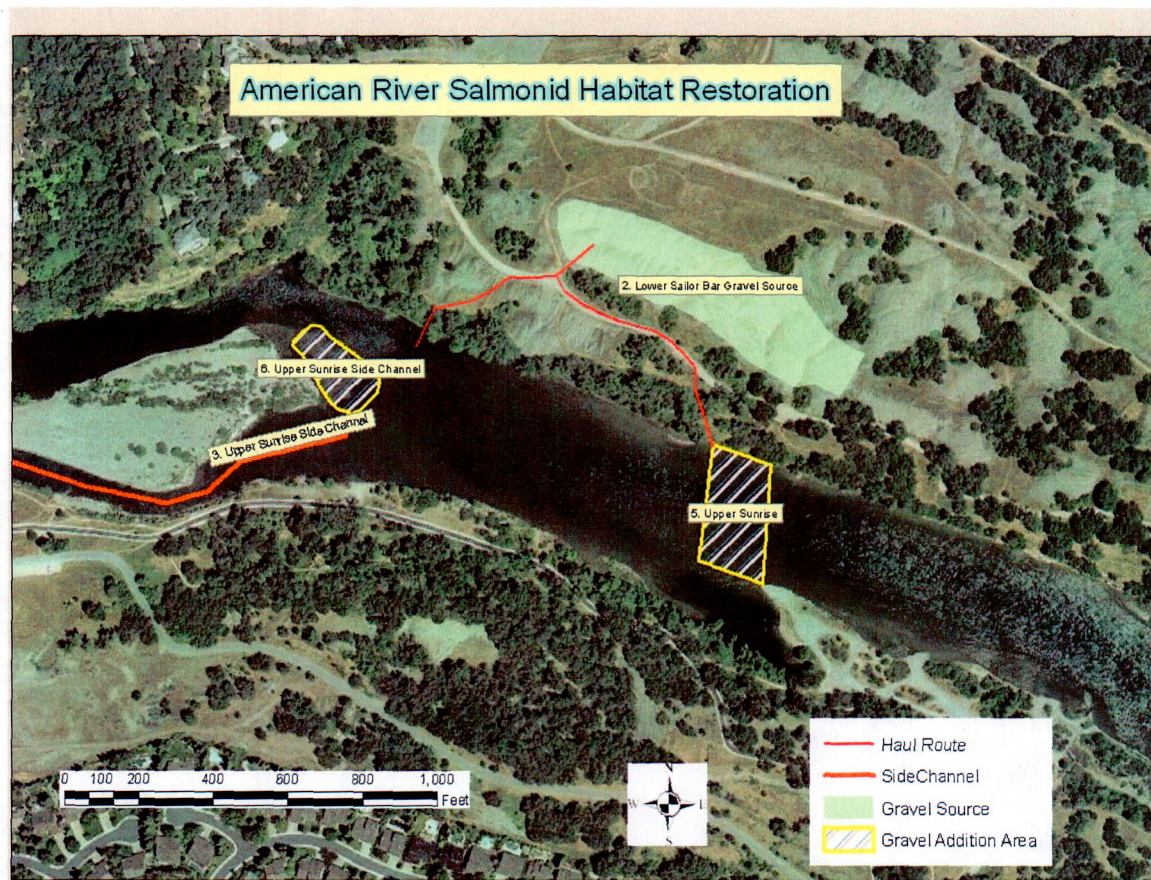


Figure 2. Sailor Bar Site



Reclamation proposes to deliver and place gravel at Site 4 over a two-year period, approximately one-half the amount of gravel each year. The gravel source is proposed to be Sailor Bar, and from Mississippi Bar as an alternative.

Reclamation proposes to expand working hours to 7:00 am to 5:00 pm for construction activities and from 8:00 am to 5:00 pm for hauling.

## **Affected Environment and Environmental Consequences**

The proposed modifications to the proposed action would not change the environmental consequences described in the 2008 Environmental Assessment for: Hydrology, Water Quality, Geology and Soils, Fisheries, Vegetation and Wildlife, Threatened and Endangered Species, Cultural Resources, and Recreation.

### Traffic

If gravel is acquired at Sailor bar, rather than Mississippi Bar, there would not be any changes of the effects described in the EA for traffic for Gravel Augmentation Sites 4 and 5 (Sites 2 and 3 have been completed), and Side Channel Sites 2 and 3. Site 6 would be accessed from Sailor Bar rather than Upper Sunrise, thereby avoiding the use of county roads.

If gravel is acquired at Mississippi Bar and Gravel Augmentation Site 6 and Side Channel Site 2 were accessed from Sailor Bar, there would be no effects on traffic on Route 50 and Sunrise Boulevard.

If gravel is acquired at Mississippi Bar and 12 ton trucks are used for sites accessed at Sailor Bar, rather than 24-ton tandem trailers as assumed in the EA, the number of trips would double. However, this would not change the level of service on Sunset Boulevard, Hazel Avenue, Winding Way and Illinois Avenue. The increase of the volume capacity would not exceed 0.05 on these streets.

### Air Quality

Using 12-ton trucks rather than 24-ton tandem trailers to deliver gravel from Mississippi Bar to Sailor Bar for Gravel Augmentation Sites 4, 5, and 6 would approximately double the on-road emissions. This would not result in total daily emissions exceeding the SMAQMD threshold of 85 pounds per day.

Accessing Gravel Augmentation Site 6 and Side Channel Site 3 from Sailor Bar would reduce the travel distance and reduce on-road emissions.

### Noise

Supplemental noise studies were conducted to determine the effects of modifying the proposed action. Following are the results of those studies.



If gravel is acquired at Sailor Bar for Sites 4, 5, and 6, 24-ton off road trucks would be used. For all sites, noise levels at nearby receivers would be within the Sacramento County Code Exterior noise level standard of 55 dBA L<sub>50</sub>.

If gravel is acquired at Mississippi Bar, and 12 ton trucks are use, there would not be any significant noise impacts along County roads, provided that Site 4 is spread out over 2 years, which it is in the supplemental proposed action.

#### Cultural Resources

Reclamation now proposes to use dredger tailings at Sailor Bar. The use of historic tailings from Sailor Bar was found to be an adverse effect to the historic property. Reclamation and the SHPO have negotiated a MOA to resolve these adverse effects. The MOA was executed on September 2, 2010. The MOA stipulates that Reclamation will provide the following mitigation for all effects on the dredger tailings at Sailor Bar:

- Develop a public interpretive exhibit commensurate with the historical significance of Sailor Bar.
- Develop a public exhibit comprised of a panel display that will present an overview of the history of mining in the American River Mining District with a focus on the dredging operations.
- Install the exhibit at Sailor Bar in a place compatible with Sacramento County Park's plans and accessible to the general public.