

**RE-CIRCULATED:
INITIAL STUDY WITH MITIGATED
NEGATIVE DECLARATION**

HIRSCHDALE ROAD BRIDGES PROJECT

NEVADA COUNTY, CALIFORNIA



July 2019

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HIRSCHDALE ROAD BRIDGES PROJECT

NEVADA COUNTY, CALIFORNIA

BRLO NO. 5917 (092)

BRLO NO. 5917 (097)

Submitted to:

Nevada County
Department of Public Works
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Nevada City, California 95959-8600

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July 2019

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1.0 INTRODUCTION

The Nevada County Department of Public Works, in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the one-lane, five-span Truckee River Bridge on Hirschdale Road (Bridge # 17C-0045) in Nevada County, California, with a one-lane, two-span bridge. The project also includes rehabilitation and seismic retrofit of the one-lane Hirschdale Road UPRR Overhead (Bridge # 17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

The **Truckee River Bridge** on Hirschdale Road, constructed in 1926, spans the Truckee River in an east-west direction with the river flowing in a north to south direction. Hirschdale Road has two travel lanes (total 24 feet) west of the bridge and changes to one travel lane (approximately 20 feet wide) to the east after the bridge. The existing bridge is a 5-span reinforced concrete girder bridge with concrete piers and abutments. The end spans are approximately 36.6 feet and 34.0 feet with the interior spans of 60 feet for a total bridge length of 250 feet long. Caltrans maintenance inspection records show that the bridge is structurally deficient and requires superstructure replacement to address load rating deficiencies. Hydraulic analysis shows potential river scour below the foundations. In response, Nevada County Department of Public Works proposes to replace the bridge with a combination of local and Highway Bridge Program funds for preliminary engineering, environmental, permitting, right-of-way, construction, and construction engineering.

The **Hirschdale Road Overhead** was also constructed in 1926 and spans 2 tracks of the UPRR in an east-west direction. Hirschdale Road is a 20-foot-wide one-lane unstriped road at this location. The road ends 1.1 miles past the bridge, with no other public outlets. The existing bridge is a 4-span reinforced concrete girder bridge with concrete piers and abutments. Caltrans maintenance inspection records show that the bridge is functionally obsolete and requires substructure and superstructure rehabilitations to extend its useful life. In response, Nevada County Department of Public Works proposes to seismically retrofit and rehabilitate the bridge with a combination of local and Highway Bridge Program funds for preliminary engineering, environmental, Union Pacific Railroad coordination, construction, and construction engineering. No permanent right-of-way acquisition will be necessary from UPRR.

The purpose of the Hirschdale Road Bridges Project is to replace the Truckee River Bridge and structurally improve the Hirschdale Road UPRR Overhead to provide an additional 30 to 40 years of service life to support public access and use of this section of Hirschdale Road.

The Truckee River Bridge needs replacement to address the structurally deficient spans and channel scour concerns at the piers and the UPRR Overhead needs rehabilitation to address major deterioration in the substructure and superstructures. The project is also needed to improve safety as these bridges make up the only public access to Hirschdale Road beyond the Truckee River crossing.

1.1 ENVIRONMENTAL REVIEW

The Hirschdale Road Bridges Project by Nevada County constitutes a “project” in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. Prior to approving the project, Nevada County must conduct an environmental review of the project in accordance with CEQA to determine the appropriate type of CEQA compliance document that would be necessary for the project.

In February of 2014, an Initial Study with Proposed Mitigated Negative Declaration was circulated for the project, as removal of both the Truckee River Bridge on Hirschdale Road, and the Hirschdale Road

Overhead. However, due to public comment and subsequent changes in the scope and size of the project, the Initial Study with Proposed Mitigated Negative Declaration was revised and is being recirculated.

This Mitigated Negative Declaration has been prepared because it has been determined that all potentially significant impacts from implementation of the project can be mitigated to less than significant levels

1.2 SUMMARY INFORMATION

1. **Project Title:** Hirschdale Road Bridges Project

2. **Lead Agency Name and Address:**

Nevada County
Department of Public Works
950 Maidu Avenue
Nevada City, California 95959-8600

3. **Contact Person and Phone Number:** Patrick Perkins – Project Manager (530) 265-1712

4. **Project Location:** The project site is located in Eastern Nevada County approximately 6 miles east of the Town of Truckee and encompasses two adjacent sites located on Hirschdale Road: the Truckee River Bridge, Bridge Number: 17C-0045, and the Hirschdale Road Overhead, Bridge Number 17C-0046. Figure 1. Project Vicinity and Figure 2. Project Location.

5. **Project Sponsor's Name and Address:**

Nevada County
Department of Public Works
950 Maidu Avenue
Nevada City, California 95959-8600

6. **General Plan Designation:** The Nevada County General Plan designates the land within and surrounding the project as Estate, Planned Development (Forest 160, 1800 acres; remainder 265 dwelling units), Open Space, and Rural 30.

7. **Zoning:** Nevada County Zoning classifies the parcels associated with the project as Residential Agricultural with a 3-acre maximum density (RA-3), General Agricultural (AG-30), Open Space (OS), and Interim Development Reserve (IDR).

8. **Description of Project:**

Project

Initially, the two Hirschdale Road bridges, one over the Truckee River and one over the Union Pacific Railroad (UPRR) (i.e., the Hirschdale Road Overhead), were planned for removal. After evaluation of project alternatives, which included the preparation of preliminary design plans, environmental studies and public comment, the County determined that the best project would be to replace the Truckee River Bridge and rehabilitate the Hirschdale Road Overhead, to retain and provide the necessary access to lands along Hirschdale Road and Hinton Road, north and east of the UPRR, and support the future Tahoe-Pyramid Bike Trail.

Build Alternative

Truckee River Bridge on Hirschdale Road - The project will remove the existing bridge, including foundations. It is anticipated that access will be maintained during most of construction via a temporary 40-foot-wide trestle installed across the Truckee River for use by the public as well as the contractor. New abutments will be constructed approximately 20 feet farther away from the river on each side. The new pier will consist of a single column supported on driven steel piles or micro-piles with a pile cap. Any pile driving activities will be conducted in isolation of the active river. A diversion structure (bladder dam, visqueen lined sandbags or k-rail, etc.) will be used adjacent to the new pier to keep pile driving activities (including noise and vibrations) separate from the active river. Seat type abutments at each end of the bridge will be supported on driven steel piles or micro piles. The new bridge superstructure will be a 2-span cast-in-place concrete box girder or precast concrete girders with cast-in-place concrete deck. The new bridge will be 283 feet long and 26 feet wide. The bridge will provide 16 feet between barrier and curb with a 6-foot wide sidewalk and up to a 2-foot-wide barrier on each side. A fiber optic line attached to the existing bridge will have to be temporarily relocated and then reset on the new bridge spans. Construction will include 150 feet of approach on either side of the bridge and will include necessary guard railing. The river restriction caused by the existing Abutment 6 will be removed and the area will be restored.

Hirschdale Road Overhead – The project will rehabilitate and seismically retrofit the existing overhead structure. The rehabilitated bridge width will be 19 feet, including 15 feet between barrier faces with up to a 2-foot barrier on each side. The rehabilitation will include the following activities:

- Construct in-fill walls at the piers with the face of the infill in line with the pier face
- Remove loose concrete and place patches on the piers and abutments
- Construct pier cap concrete bolster, with shear key and restrainer cables
- Remove bridge barrier, overhang and spalling corbel brackets at joints
- Construct new barriers, approach guard rails and fencing (over tracks) on the overhead
- Remove Asphalt Concrete (AC) overlay on bridge deck and repair spalls
- Place polyester concrete overlay on bridge deck
- Replace all expansion joint seals
- Install inside guard rails on the existing railroad ties (done by UPRR)

Coordination with UPRR will include a GO-88B for processing the crossing changes through the Public Utilities Commission and a Construction and Maintenance (C&M) Agreement to address flagging, work performed by the railroad, work restrictions and a temporary construction easement.

The temporary access needs at each bridge fall within private right-of-way. It is anticipated that the project will require right-of-way to be acquired for the construction of the bridge replacement and rehabilitation (Figure 3. Project Features).

The project is tentatively scheduled for construction in 2021 and is anticipated to require approximately 12 to 18 months to complete. Construction costs are estimated at a total of approximately \$4.5 million.

No-Build Alternative

Under the No-Build Alternative, the structurally deficient spans of the Truckee River Bridge on Hirschdale Road would not be replaced and major deterioration in the substructure and superstructures of the Hirschdale Road Overhead would not be rehabilitated. Safety of both bridges would not be improved, and the bridges would remain structurally deficient. As well, the No-Build Alternative would

not extend the useful life of the bridges and would inhibit public access and use of this section of Hirschdale Road and the Truckee River.

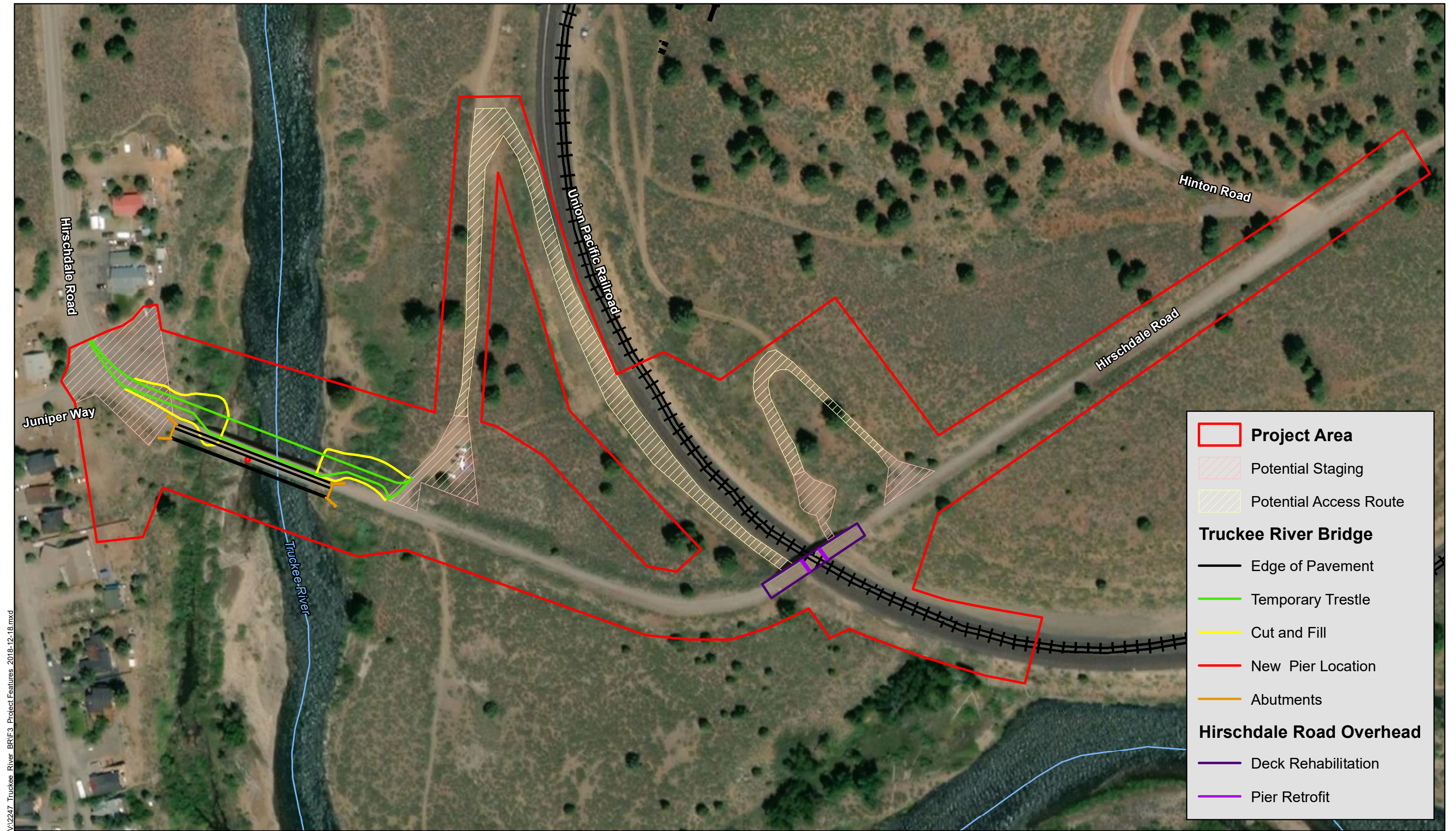
Surrounding Land Uses and Setting: The project is located in the rural eastern portion of Nevada County surrounded by mostly undeveloped private land and forestry land. The small community of Hirschdale is located approximately 0.05 mile west of the project site.

Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, California Department of Transportation, Federal Highway Administration; U.S. Fish and Wildlife Service; California Public Utilities Commission and, Union Pacific Railroad.



0 10 20 Miles

FIGURE 1
Project Vicinity
 BRLO 5917 (092) and BRLO 5917 (097)
 Hirschdale Road Bridges Rehabilitation Project
 Nevada County, California



V:\2247 Truckee River BRLO\3 Project Features 2018-12-18.mxd
 Source: ESRI Aerial Maps Online; Dokken Engineering 12/18/2018; Created By: adellas



FIGURE 3
Project Features
 BRLO 5917 (092) and BRLO 5917 (097)
 Hirschdale Road Bridges Project
 Nevada County, California

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 checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> Transportation/Traffic |
| | | <input checked="" type="checkbox"/> Tribal Cultural Resources |

9. **Determination.** (To be completed by the Lead Agency.)

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 would be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or potentially significant unless mitigated impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patrick Perkins, P.E. Project Manager &
Acting Principal Civil Engineer

Date

Summary of Recommended Mitigation Measures

The project is subject to a variety of regulations and standards that act to reduce its potential environmental impacts. The measures taken in response to these requirements are referred to as best management practices (BMPs) and typically are applied to effects of a short-term, temporary nature that occur during construction. The impact discussion of the individual resource topics that follows in the Initial Study discusses these measures and considers these BMPs when determining the potential significance of the project's effects (i.e., the impact determination *prior* to consideration of mitigation measures). For resource topics or issues where there are no applicable regulatory or standard construction BMPs, or where such BMPs alone are not sufficient to reduce a potential environmental impact to a less than significant level, mitigation measures are identified that are recommended to reduce the identified impact on the resource to a less than significant level.

Summary of Applicable BMPs:

Ground disturbing activities during the construction phase have the potential to result in soil erosion. A Stormwater Pollution Prevention Plan (SWPPP) identifying BMPs for erosion control would be prepared and implemented for the project. Examples of BMPs for erosion control that would be implemented for the project could include, but are not limited to:

1. **Preservation of Existing Vegetation** – Preservation of existing vegetation involves the identification and protection of desired vegetation;
2. **Hydraulic Mulch** – Hydraulic mulch is a mixture of shredded wood fiber or hydraulic matrix, water, and a stabilizing emulsion or tackifier. Applied hydraulic mulch will help protect bare soil from water and wind erosion. Bonded Fiber Matrix (BFM) is another soil stabilizer alternative to hydraulic mulch;
3. **Hydroseeding** – Hydroseeding typically consists of applying a mixture of fiber, seed, fertilizer, and stabilizing emulsion with hydro-mulch equipment to temporarily protect exposed soils from erosion by water and wind;
4. **Soil Binders** – Soil binders are materials applied to the soil surface to temporarily reduce erosion of exposed soils on construction sites. Soil binders consist of applying and maintaining polymeric or lignin sulfonate soil stabilizers or emulsions;
5. **Straw Mulch** – Straw mulch consists of placing a uniform layer of straw and incorporating it into the soil with a studded roller or anchoring it with a tackifier. Straw mulch is used as a temporary surface cover for soil stabilization on Disturbed Soil Areas (DSAs) until soils can be prepared for re-vegetation. It is also used in combination with temporary and/or permanent seeding strategies to enhance plant establishment;
6. **Silt Fence** - Silt fence is a temporary linear barrier that captures sediment by ponding and filtering storm water runoff to allow sediment to settle out of the runoff water; and/or,
7. **Fiber Rolls** – A fiber roll consists of straw, flax, or similar material that is rolled and bound into a tight tubular cylinder and placed at regular intervals on a slope face. Fiber rolls intercept runoff, reduce runoff flow velocity, and release the runoff as sheet flow. Fiber rolls are used as a filter to rehabilitate sediment from runoff.

Summary of Recommended Mitigation Measures

- III. AIR QUALITY:** To reduce potentially significant construction-related effects on air quality conditions in the project area the following mitigation measures would be implemented:

Mitigation Measure AIR-1:

To help assure compliance by project contractors, conditions shall be included in the General Notes and/or the Grading Plan for the project, under a descriptive heading such as “Dust Control”.

- a. The County and contractor shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
- b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
- c. All unpaved areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
- d. All on-site vehicle traffic shall be limited to a speed of 15 miles per hour (mph) on unpaved roads.
- e. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- f. All inactive portions of the project site shall be covered, seeded with a sterile or native seed mix, or watered until a suitable cover is established. Alternatively, the County may apply County-approved non-toxic soil stabilizers (according to manufacturer’s specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.
- g. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
- h. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive or visibly raised accumulations of dirt and/or mud which may have resulted from activities at the project site.

Mitigation Measure AIR-2:

To minimize air quality impacts from clearing activities and construction traffic emissions during all construction phases of the project, the following mitigation measures shall be included on all improvement plans and implemented throughout construction activities:

- a. Open burning of vegetative material shall be prohibited. Suitable alternatives include chipping, mulching, or conversion to biomass fuel.
- b. Temporary traffic control shall be provided during all phases of construction to improve traffic flow, as deemed appropriate by the County to improve traffic flow.

- c. The construction contractor shall direct any generator or compressor exhaust in a direction away from residences and residential outdoor use areas.
- d. The construction contractor shall meet the Northern Sierra Air Quality Management District and California Air Resources Board requirements for reduction of construction-related emissions by ensuring that the following is done either prior to or during construction of the project:
 - i. The construction contractor shall properly and routinely maintain all construction equipment, as recommended by the manufacturers' manuals, to control exhaust emissions;
 - ii. The construction contractor shall ensure that construction equipment is shut down when not in use for extended periods of time to reduce emissions associated with construction equipment idling; and,
 - iii. The construction contractor shall limit the hours of operation of heavy duty equipment and/or the amount of equipment in use simultaneously.

IV. BIOLOGICAL RESOURCES: To avoid and minimize potential significant impacts on biological resources in the project area the following mitigation measures would be implemented:

Mitigation Measure BIO-1:

- a. All montane riparian habitat and other vegetation that is to be removed within the work area should be removed during the non-nesting season, between September 16 and February 28.
- b. If vegetation removal is to take place during the nesting season (March 1st –September 15th), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist will be removed by the contractor.

A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

- c. If construction on the existing bridge is planned to occur during the swallow nesting season, measures will be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests must be removed from the existing bridge structure prior to the nesting season (February 15th – September 15th). During the nesting season, the bridge structure must be maintained through the active removal of partially constructed nests, or through the use of exclusionary devices. Swallows can complete nest construction in approximately 3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged and the nest is no longer being used.

Mitigation Measure BIO-2:

- a. Work in the live channel of the Truckee River will be limited to the period of June 15 through October 15. If any work within the live channel of the Truckee River is not completed by October 15, a written approval/extension must be obtained from the Service to allow work past October 15. Revegetation activities are excluded from this requirement with the stipulation that no heavy equipment be used in the channel.

- b. Prior to the replacement of the Truckee River Bridge, a Service-approved biologist will instruct all construction personnel and monitoring biologists of the terms and conditions being implemented to protect Lahontan cutthroat trout during construction. The biological monitor will have the full authority to halt work as necessary for the purpose of minimizing the potential for adverse effects to Lahontan cutthroat trout.
- c. The name and credentials of a biologist qualified to act as a biologist/construction monitor shall be submitted to the Service for approval at least 15 days prior to the commencement of work.
- d. During demolition of the existing Truckee River Bridge, a temporary protective structure (e.g. tarp or equivalent) will be used during saw-cutting or chipping operations, while the superstructure is being prepared for removal in sections, to catch dust, slurry or chunks of concrete before it enters the Truckee River.
- e. Environmentally Sensitive Areas (ESA's) will be designated at the edge of work adjacent to the Truckee River to prevent encroachment into the live channel and adjacent wetland and riparian areas (excluding activities associated with the construction of the temporary approach roadway beyond each end of the temporary bridge and pier excavation activities). ESA limits will be marked using orange snow fencing or equivalent, and will remain in place and maintained in good condition until construction is complete.
- f. No construction material or debris will be allowed to enter surface waters or their channels. Best Management Practices for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediment enters surface waters.
- g. Following construction, all graded or otherwise bare slopes will be revegetated with native seed mix.
- h. All work will be conducted during daylight hours.

Mitigation Measure BIO-3:

- a. BMPs will be incorporated into project design and project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.):
 - i. The area of construction and disturbance shall be limited to as small an area as feasible to reduce erosion and sedimentation.
 - ii. Measures shall be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
 - iii. Existing vegetation shall be protected where feasible to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
 - iv. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.

- v. Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.
 - vi. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution.
 - vii. All vehicle and equipment maintenance procedures shall be conducted off-site. In the event of an emergency, maintenance would occur away from the Truckee River.
 - viii. All concrete curing activities shall be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
 - ix. All construction materials, vehicles, stockpiles, and staging areas shall be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
 - x. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
 - xi. All erosion control measures and storm water control measures shall be properly maintained until the site has returned to a pre-construction state.
 - xii. All disturbed areas shall be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
 - xiii. Following seeding, jute netting or erosion control blankets shall be placed and secured over the slopes steeper than 2:1, horizontal:vertical (H:V).
 - xiv. All construction materials shall be hauled off-site after completion of construction.
- b. Measures consistent with the current Caltrans' Construction Best Management Practices Manual (including the SWPPP and WPCP Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]) shall be implemented to minimize erosion, siltation, and other water quality impacts during construction.
 - c. Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any regulatory permits that are required from the Army Corps of Engineers, Regional Water Quality Control Board, and/or CDFW.

Mitigation Measure BIO-4:

Impacts on any wetland permanently or temporarily affected by the project shall be offset through the dedication of mitigation credit(s) within a U.S. Army Corps of Engineers-approved mitigation bank or through the payment of in-lieu fees to an approved conservation bank. No net loss of wetlands shall occur.

Mitigation Measure BIO-5:

- a. Bridge construction activities shall occur only after any bats roosting in the vertical cavities have been humanely evicted (Truckee River Bridge and Hinton Overhead).
 - i. To avoid impacts to non-volant pups or torpid adult bats, eviction shall occur between March 1 – April 15 (assuming no rain or snow), and August 31 – October 15.
 - ii. A qualified bat biologist possessing a Memorandum of Understanding with the California Department of Fish and Wildlife and experienced with humane bat eviction and exclusion shall survey the Truckee River and Hirschdale Road Overhead bridges for potential roosting habitat prior to exclusion procedures. Any potential roosting sites not exhibiting signs of inhabitation will then be sealed with suitable material (expanding foam, backer rod, mesh, etc.) to prevent their use by bats when exclusion procedures occur.

The qualified bat biologist will then, either supervise the installation of, or install one-way exits at the roost cavity openings within the Hirschdale Road Overhead. These will be installed at least 14 days prior to bridge construction activities and shall remain in place 10-14 days, followed by a survey to determine effectiveness. If all bats have been safely evicted, the crevices will be sealed with suitable materials sufficient to remain until bridge construction activities are complete.

- iii. Bridge construction activities may begin any time after bats have been successfully humanely evicted; however, if bridge construction activities will not occur until after 180 days after eviction, a biologist shall conduct an inspection of the blockage materials to ensure they have remained effective. If materials have not remained in the roost crevices, surveys and/or eviction may need to be repeated as determined by the biologist.
- b. Until all day-roosting bats have been excluded, bird exclusion netting will not be installed on or in proximity to the bridge structures. All bird exclusion netting must be maintained in good working order to prevent the entrapment of bats.

V. CULTURAL RESOURCES: To minimize potentially significant effects on cultural resources during construction the following mitigation measures would be implemented:

Mitigation Measure CULT-1:

The Environmentally Sensitive Area (ESA) / Secretary of the Interior's Standards for the Treatment of Historic Places (SOIS) Action Plan (Appendix E) shall be implemented prior to project ground disturbing activity and shall continue throughout the entirety of the project until completion. This plan establishes protocol for designation of an ESA with exclusionary fencing and soil stabilization along the existing dirt access roads, to protect the Clinton Townsite from project impacts. It also includes appropriate pre-construction, during construction, and post-construction protocol for ESA fencing establishment, maintenance, monitoring, and removal as well as detail of the appropriate action steps needed in case of ESA breaching.

Mitigation Measure CULT-2:

If deposits of prehistoric or historical archaeological materials are encountered during project activities, then all work within 200 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make

recommendations regarding the treatment of the discovery. The County should also be notified. Project personnel/construction workers should not collect or move any archaeological materials or human remains and associated materials. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources eligibility. If the deposit is not eligible, a determination shall be made as to whether it qualifies as a “unique archaeological resource” under CEQA. If the deposit is neither a historical nor a unique archaeological resource, avoidance is not necessary. If the deposit is eligible to the California Register, or is a unique archaeological resource, it shall need to be avoided by adverse effects or such effects must be mitigated. Mitigation may consist of, but is not necessarily limited to, recording the resource; recovery and analysis of archaeological deposits; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Mitigation Measure CULT-3:

If paleontological resources are discovered during project activities, all work within 200 feet of the discovery shall be redirected and a qualified paleontologist contacted to assess the finds, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel/construction workers shall not collect or move any paleontological resources. If the paleontological resources cannot be avoided, they shall be assessed to determine their paleontological significance. If the paleontological resources are not significant, avoidance is not necessary. If the paleontological resources are significant, adverse effects shall be mitigated through data recovery by the qualified paleontological consultant. Upon completion of the assessment, the paleontologist shall prepare a report documenting the methods and results, and provide recommendations for the potential for additional finds.

Mitigation Measure CULT-4:

If human remains are encountered during project activities, the project shall comply with the requirements of HSC §7050. There shall be no further excavation or disturbance of the site or within 200 feet of the area reasonably suspected to overlie adjacent remains until the coroner of Nevada County has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated artifacts.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Nevada County Department of Public Works.

- VIII. HAZARDS AND HAZARDOUS MATERIALS:** To address potentially significant effects on the environment related to Hazards and Hazardous Materials the following mitigation measures would be implemented:

Mitigation Measure HAZ-1:

The County will provide the Phase II Sampling and Analysis for the Hirschdale Road Bridges to the contractor. Pursuant to California Code of Regulations (CCR) Title 8, Section 1532.1, the contractor performing the work is required to prepare a lead compliance plan and perform lead awareness training. The project special provisions will address these requirements, as set forth by the Division of Environmental Analysis guidance for special provisions related to earth material containing lead at concentrations that are non-hazardous according to Caltrans special provisions.

Mitigation Measure HAZ-2:

Soil at locations HBTR-SS-7A, HBHO-SS-2A, and HBHO-SS-6A shall be covered with one foot of clean soil or with pavement, or alternately the upper six inches of soil shall be excavated, stockpiled, placed as fill, and covered with at least one foot of clean soil or with pavement. The soil shall not be stockpiled or buried outside of the project construction corridor, and soil excavated from these areas shall be placed above the ordinary high water mark of the Truckee River.

Mitigation Measure HAZ-3:

During all handling of ADL-contaminated soil (including excavation, loading and unloading from vehicles, and all handling related to stockpiling and burial), fugitive dust control measures are required (using water or other palliatives) pursuant to Caltrans regulations and the regulations of the local air quality management district. If visible dust migration beyond the project limits occurs during any activity associated with ADL-contaminated soil, then the activity should be stopped until remedial actions are taken or other conditions change that enable resumption of the activity without dust migration.

Mitigation Measure HAZ-4:

The contractor will contact the California Division of Occupational Safety and Health (Cal/OSHA) if more than 100 square feet of paint on bridge guardrails will be disturbed, and the contract will address the provisions set forth by the Division of Environmental Analysis guidance for special provisions related to disturbance of existing paint systems on bridges, according to Caltrans special provisions.

Mitigation Measure HAZ-5:

The contractor shall prepare spill and leak prevention procedures prior to the commencement of construction activities. The procedures shall include information on the nature of all hazardous materials that shall be used on-site. The procedures shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided.

VIII. HYDROLOGY / WATER QUALITY: To offset the potential for impacts related to alteration of drainage features and storm water quality from operational activities, Mitigation Measure BIO-2, BIO-3, and the following avoidance and minimization measures will be required:

Mitigation Measure WQ-1:

Any requirements for additional avoidance and minimization measures will be contained in the permits obtained from all required regulatory agencies.

Mitigation Measure WQ-2:

The project requires a National Pollutant Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ).

Mitigation Measure WQ-3:

The construction contractor will adhere to the State Water Resources Control Board (SWRCB) NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. All applicable BMPs will be followed to ensure that adequate measures are taken during construction to minimize impacts to water quality.

Mitigation Measure WQ-4:

The construction contractor will adhere to the State Water Quality Certification Permit pursuant to Section 401 of the CWA. This permit regulates discharges of fill and dredged material to all waters of the state, including waters of the U.S. under CWA section 401 and the Porter-Cologne Water Quality Control Act. All applicable measures within the approved permit will be applied to the final project specifications.

Mitigation Measure WQ-5:

The construction contractor will adhere to the California Department of Fish and Wildlife Streambed Alteration Agreement Permit pursuant to Section 1602 of the Fish and Game Code. This permit authorizes any activity that would result in the modification of the bed, bank, or channel of a stream, river, or lake, including water diversion and damming and removal of vegetation from the floodplain to the landward extent of the riparian zone. All applicable measures within the approved permit will be applied to the final project specifications.

Mitigation Measure WQ-6:

Permanent treatment control BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.

Mitigation Measure WQ-7:

Storm water systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.

- XII. NOISE:** To address potentially significant effects from construction-related noise on nearby sensitive receptors, the Nevada County Department of Public Works will ensure the Construction Contractor implement the following mitigation measure:

Mitigation Measure NOISE-1:

- a. The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.
- b. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler.

- c. Where feasible, the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors within the community of Hirschdale near the project site.
- d. The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project and construction activities.
- e. To avoid sleep disturbance of noise sensitive receptors, all noise producing construction activities within 1,000 feet of residential land uses, including warming-up or servicing equipment or trucks and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. Construction will not occur beyond these hours or on Sundays, or official national holidays, unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.
- f. As directed by the County, the Contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work.

XV. RECREATION: To minimize potentially significant construction-related recreation hazards in the project vicinity the following mitigation measure would be:

Mitigation Measure REC-1:

Prior to construction, the County and/or Contractor will notify the recreational companies within the area that use the Truckee River for rafting or recreational operations. The Contractor will develop a plan for construction that accommodates river access for rafting and boating when possible and that provides early upstream notification regarding planned closures.

XVI. TRANSPORTATION/TRAFFIC: To minimize potentially significant construction-related transportation and circulation hazards in the project vicinity the following mitigation measure would be:

Mitigation Measure TRAF-1:

To minimize temporary impacts to residents during construction, with the exception of activities necessary to replace the Truckee River Bridge and rehabilitate the Hirschdale Road Overhead, construction staging areas and construction traffic shall avoid the community of Hirschdale to the extent possible by establishing primary staging areas east of the Truckee River Bridge.

XVII. TRIBAL CULTURAL RESOURCES: To minimize potentially significant construction-related tribal cultural resources hazards in the project vicinity the following mitigation measure would be:

Mitigation Measure TCR-1:

In the event that Tribal Cultural Resources (TCRs) are inadvertently discovered during the course of constructing this project, work shall be halted in that area. The County of Nevada shall immediately contact a qualified archaeologist and the Washoe Tribe of Nevada and California to assess the significance of the discovery. Should it be determined that the Native American cultural

resource is an eligible TCRs, the County shall determine appropriate mitigation in consultation with the Washoe Tribe of Nevada and California. Construction activities shall not resume until mitigation measures have been completed. Further, the County shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to TCRs.

2.0 ENVIRONMENTAL EVALUATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project is located in a rural part of Nevada County adjacent to the community of Hirschdale and 6 miles northeast of the Town of Truckee. The project area includes a rural residential community (to the south of I-80), and dominant habitat of bitterbrush scrubland.

a) *Have a substantial adverse effect on a scenic vista?*

The project is located in an area used for rural residential (to the west) and a quarry (to the north), and is not located within a County or State designated scenic vista; therefore, there would be no impact to a scenic vista.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

Hirschdale Road is not part of the California Scenic Highway system. The project is located outside the boundary of a State Scenic Highway; therefore, the project would have no impact on scenic resources within a State Scenic Highway.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The project is located within a rural area of Nevada County. Hirschdale Road is not heavily traveled and the bridges are visible from only a few residences in the community of Hirschdale; therefore, the number of viewers (i.e., motorists and residents) with exposure or sensitivity to the change due to the Project would be minimal. Overall, the features of the project would not degrade the existing visual character or quality of the area and may even improve some views by replacing the existing deteriorating Truckee River Bridge and rehabilitating the Hirschdale Road Overhead. Impacts on the existing visual character or quality of the site and its surroundings would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would not create a new source of light or glare. The project would not have lighting elements incorporated into the design. Night construction work would not occur near the vicinity of any sensitive receptors (i.e., residences) as construction activities would be limited to 7:00 AM and 6:00 PM each day. The project would not generate a new source of substantial light or glare, and would not adversely affect day or nighttime views in the area. No impacts would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 a 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 Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project is located in an area with rural residential uses. There is no active farming or timber harvesting within or adjacent to the project area.

- 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 a non-agricultural use?*

According to the maps available from the California Division of Land Resource Protection and the Nevada County website the project would not be constructed on land that is prime, unique, or otherwise important

farmland. The project would not require conversion of farmland to non-farm uses and therefore no impact would occur.

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

Land within the project site is zoned as Residential Agricultural (RA-3), Open Space (OS), General Agricultural (AG-30), and Interim Development Reserve (IDR). The project consists of the replacement and rehabilitation of two existing bridges, and approach roadway improvements that would not conflict with existing zoning for agricultural use. The land within the project site is not subject to a Williamson Act contract. Therefore, the project would have no impact on, or conflict with, land zoned for agricultural use or a Williamson Act contract.

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

The majority of the improvements would be located within the existing roadway right-of-way (ROW). The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production. There is no land zoned for forest land or timberland projection within the project area; therefore, the project would have no impact to forest land, timberland, or timberland zoned as Timberland Production

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

The project would not cause loss of forest land or require conversion of forest land to non-forest use. The project is consistent with Nevada County General Plan and Land Zoning designations; therefore, the project would have no impact or result in conversion of any forest land.

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

The project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The project is consistent with Nevada County General Plan and Land Zoning designations; therefore, the project would have no impact to Farmland or forest land.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Eastern Nevada County is within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), which regulates air quality for Nevada, Plumas, and Sierra Counties. Air quality conditions in the NSAQMD area have improved significantly since the NSAQMD was created in 1986. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen dramatically. Exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Ozone levels, measured by peak concentrations and the number of days over the State 1-hour standard, have declined substantially as a result of aggressive programs by the NSAQMD and other regional, State and federal agencies. The reduction of peak concentrations represents progress in improving public health; however, the NSAQMD area still exceeds the State standard for 1-hour ozone.

Particulate matter is the primary pollutant of concern in the NSAQMD area. Inhalable particulate or PM10 (particulate matter 10 microns or less in diameter) and PM2.5 (particulate matter 2.5 microns or less in diameter) refers to a wide variety of solid or liquid particles in the atmosphere. These include smoke, dust, aerosols, and metallic oxides. Some of these particulates are considered toxic. Although particulates are found naturally in the air, most particulate matter found in the region are emitted either directly or indirectly by motor vehicles, industry, construction, wood burning, re-entrained road dust, and wind erosion of disturbed areas. Most PM2.5 is comprised of combustion products (i.e., soot). High levels of PM10 and PM2.5 can lead to adverse health effects, nuisance, concerns, and reduced visibility. The NSAQMD area is considered a nonattainment area for PM10, relative to the State standard, and unclassified for the federal

standards. Additionally, the NSAQMD is listed as a federal nonattainment area for PM_{2.5}, and listed as unclassified as a state criteria pollutant area.

No exceedances of the State or federal Carbon Monoxide (CO) standards have been recorded at any of the region's monitoring stations since 1991. The NSAQMD area is currently considered a maintenance area for State and federal CO standards.

Most of Nevada County's ozone is transported by wind from the Sacramento and Bay Areas. Ozone is formed by volatile compounds (VOC or ROG) and oxides of nitrogen (NO_x) reacting in sunlight, especially in hot days. Ozone is an unstable 3-oxygen molecule that oxidizes substances it contacts. Nearly half of California's ozone is from car and truck exhaust. The rest is from power production, off-road equipment, industry, consumer products, vegetation, and other sources. As noted previously, the eastern portion of Nevada County, including the Town of Truckee, remains in non-attainment for the federal 8-hour Ozone Standard.

a) Conflict with or obstruct implementation of the applicable air quality plan?

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of State air quality standards. The Nevada County air quality status for 2015 is summarized in Table A.

Table A: Air Quality Attainment Status (2015)

Pollutant	Federal	State
Ozone (8 hour)	Nonattainment (Nevada County)	Nonattainment
Carbon Monoxide	Unclassified	Unclassified
Nitrogen Dioxide	Unclassified	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
PM ₁₀	Unclassified	Nonattainment
PM _{2.5}	Unclassified/Attainment	Unclassified

Source: California Air Resource Board, 2016

The NSAQMD is not subject to a mandated clean air plan. Therefore, the project would not conflict with or obstruct implementation of a clean air plan. No impacts would occur.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project involves the replacement and rehabilitation of two existing bridges. Once operational, the project would not result in the generation of additional vehicle trips and is not expected to significantly increase regional vehicle miles traveled (VMT). However, excavation and earthwork associated with the project would generate emissions associated with temporary grading and construction activities.

Construction Impacts: The project would require haul trucks for removal of certain materials. The construction period would occur from approximately May to November for a total of 26 weeks of construction. The Sacramento Metropolitan Air Quality Management District's Road Construction Emission Model, Version 6.3.2 (RoadMod) was used to estimate construction emissions related to the project. The emissions estimator RoadMod uses statewide emission factors for construction equipment and is therefore applicable for use on projects within the NSAQMD. Inputs to the model were based on assumptions discussed in the Project Description.

Table B presents estimated construction-related emissions that would be generated by the project.

Table B: Project Construction Emissions in Pounds/Day

Project Construction Phase	ROG	NO_x	PM₁₀
Unmitigated Construction Emission Estimates	4.0	19.27	3.10
NSAQMD Daily Thresholds	24.0	24.0	79.0
Exceed Threshold?	No	No	No

Source: LSA Associates, Inc. July 2013.

None of the construction emissions are anticipated to exceed NSAQMD thresholds. However, the effects of construction activities would include increased dust fall and locally elevated levels of particulate matter downwind of construction, which would be potentially significant if unmitigated. NSAQMD Rule 226: Dust Control requires the submittal of a Dust Control Plan to the District for approval prior to any surface disturbance, including clearing of vegetation. Implementation of Mitigation Measures AIR-1 and AIR-2 would require compliance with this Rule and would reduce particulate emissions:

Mitigation Measure AIR-1:

To help assure compliance by project contractors, conditions shall be included in the General Notes and/or the Grading Plan for the project, under a descriptive heading such as “Dust Control”.

- a. The County and contractor shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
- b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
- c. All unpaved areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
- d. All on-site vehicle traffic shall be limited to a speed of 15 miles per hour (mph) on unpaved roads.
- e. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- f. All inactive portions of the project site shall be covered, seeded with a sterile or native seed mix, or watered until a suitable cover is established. Alternatively, the County may apply County-approved non-toxic soil stabilizers (according to manufacturer’s specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.
- g. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
- h. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive or visibly raised accumulations of dirt and/or mud which may have resulted from activities at the project site.

Mitigation Measure AIR-2:

To minimize air quality impacts from clearing activities and construction traffic emissions during all construction phases of the project, the following mitigation measures shall be included on all improvement plans and implemented throughout construction activities:

- a. Open burning of vegetative material shall be prohibited. Suitable alternatives include chipping, mulching, or conversion to biomass fuel.
- b. Temporary traffic control shall be provided during all phases of construction to improve traffic flow, as deemed appropriate by the County to improve traffic flow.
- c. The construction contractor shall direct any generator or compressor exhaust in a direction away from residences and residential outdoor use areas.
- d. The construction contractor shall meet the Northern Sierra Air Quality Management District and California Air Resources Board requirements for reduction of construction-related emissions by ensuring that the following is done either prior to or during construction of the project:
 - i. The construction contractor shall properly and routinely maintain all construction equipment, as recommended by the manufacturers' manuals, to control exhaust emissions;
 - ii. The construction contractor shall ensure that construction equipment is shut down when not in use for extended periods of time to reduce emissions associated with construction equipment idling;
 - iii. The construction contractor shall limit the hours of operation of heavy duty equipment and/or the amount of equipment in use simultaneously.

Implementation of Mitigation Measures AIR-1 and AIR-2 would reduce project construction emissions to a less than significant level at both the project and cumulative level; therefore, project impacts would be less than significant with mitigation incorporated.

- 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)?*

According to the California Air Resources Board, Nevada County is in nonattainment for criteria pollutants PM₁₀ (federal) and 8-hour ozone (federal and state) (see Table A). As discussed in section III the project is not anticipated to substantially increase criteria pollutants from construction or operational phases of the project; therefore, no impacts would occur for cumulative considerable net increases in criteria pollutants.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

Given that the project is located in a rural, largely undeveloped area, and that the extent of construction activities is relatively small, the project would not expose sensitive receptors to noxious fumes or fugitive dust. As described in Section III.b above, the project would not generate significant amounts of air pollutants and the amount of dust generated during construction would be minimal and as described in Section III.b above. The project would not generate significant amounts of air pollutants and the amount of dust generated during construction would be minimal and short-term. In addition, implementation of Mitigation Measures AIR-1 and AIR-2 would further reduce any impacts. Therefore, emissions generated by the project that affect air quality would have a less than significant impact with mitigation incorporated on sensitive receptors.

- e) *Create objectionable odors affecting a substantial number of people?*

Objectionable odors may be generated from the operation of diesel-powered construction equipment during the project construction period. However, these odors would be short-term in nature and would not result in permanent impacts to surrounding land uses, including sensitive receptors in the vicinity of the project site. Implementation of the project would not create objectionable odors affecting a substantial number of people or subject persons to objectionable odors. No impacts would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

Would the project:

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|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct rehabilitation, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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"/> |

Environmental Setting

LSA Associates, Inc. prepared a Natural Environment Study (NES) and Biological Assessment (BA) for the project; dated February 2014 and October 2012, respectively. With the changes in scope and scale of the project specifications from removal of the Hirschdale Road bridges to replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead, Dokken Engineering has completed an NES Addendum (Dokken Engineering 2019a) and Caltrans has requested concurrence from USFWS. The following text summarizes the methods used and the setting of the project site. Results from the analysis, as documented in the NES and NES Addendum, were used to describe the project's impacts and mitigation measures.

The project area used for analysis consists of the project footprint (including cut/fill slopes, access and staging areas) and lands beyond the footprint that could potentially be affected by project construction and/or were determined necessary to inventory in order to perform an adequate analysis of project impacts (termed 'Biological Study Area' or BSA in the NES).

A list of sensitive wildlife and plant species potentially occurring within the BSA was compiled to evaluate potential impacts resulting from project construction. Sources used to compile the list include the California Natural Diversity Data Base (CNDDB 2019), the California Native Plant Society Online Edition (CNPS 2019), and the U.S. Fish and Wildlife Service, Sacramento Field Office (USFWS 2019) referencing the Sardine Peak, Dog Valley, Hobart Mills, Boca, Truckee, and Martis Peak 7.5' United States Geological Survey quadrangles.

The BSA defined for the project comprises 15.35 acres of developed and natural landscape. Natural lands in the BSA include the Truckee River and the associated riparian corridor, and bitterbrush scrub upland vegetation. The area in which the BSA is located is mainly privately owned and undeveloped; disturbed/ruderal areas and developed areas consist primarily of existing roads and parking areas.

Vegetative communities/habitats occurring in the BSA are presented below in Table C: Vegetation Communities/Habitats in the BSA. These communities/habitats include bitterbrush series, montane riparian, riverine, disturbed/ruderal, and developed.

Figure 4. Vegetation Communities/Habitats shows the location of the vegetation communities/habitats that are listed above in Table C.

Table C: Vegetation Communities/Habitats in the BSA (in acres)

Vegetation Community/Habitat	Area (acres)
Bitterbrush Series	8.03
Montane Riparian	1.04
Wetland	0.16
Riverine	0.63
Disturbed/Ruderal	0.64
Developed	4.85
Total	15.35

Source: Dokken Engineering; NES Addendum (2019a)

Several special status plant and animal species are listed as potentially occurring in the project area. As described further in the NES and NES Addendum, a review was conducted of the specific habitats required by each species and the specific habitats and habitat conditions present in the BSA. Based on this evaluation, it was determined whether the species listed had potential to occur in the BSA based on the availability of suitable habitat or other factors.

Potential habitat for several special status plants is present in the BSA. However, these species were not identified during focused plant surveys in October 2011, July 2012, or November 2016. Consequently, these species are assumed absent from the BSA.

After evaluation of the special status wildlife species potentially occurring in the BSA, several special status wildlife species were determined to have a reasonable likelihood of occurring in the BSA and may be affected by the project. These species include: Lahontan cutthroat trout (LCT) (*Oncorhynchus clarkia hensawi*), yellow warbler (*Dendroica petechia brewsteri*); willow flycatcher (*Empidonax traillii*); and bald eagle (*Haliaeetus leucocephalus*). Further discussion of the special status wildlife species is found in the 2014 NES and 2019 NES Addendum.

Caltrans submitted a Request for Amendment of the Informal Endangered Species Consultation for the Hirschdale Road Bridge Removal Project (File Number: 08ESMF00-2013-I-0191-1) regarding LCT on March 10, 2017. The Amendment re-initiated formal consultation and addressed the changes to the project

description, the 2017 BSA, potential impacts to LCT, and concurrence that the revised project would retain the 2013 finding of “may affect, not likely to adversely affect LCT”. On July 31, 2017, USFWS concurred that the rehabilitation project may affect, but is not likely to adversely affect LCT. With subsequent project changes from rehabilitation to replacement of the Truckee River Bridge, Caltrans submitted an additional memorandum to USFWS, regarding the project updates stating, “It is our determination the new project has no additional potential to impact LCT or any other federally listed species and therefore the affect determination does not change.”

A number of non-special status bat species were identified as roosting within the Hirschdale Road Overhead, structure, whereas no determination could be made for roosting within the Truckee River Bridge. Species were identified through visual and audio confirmation and include: big brown bat (*Eptesicus fuscus*); silver-haired bat (*Lasionycteris noctivagans*); little brown bat (*Myotis lucifigus*), long-legged myotis (*M. volans*), Yuma myotis (*M. yumanensis*), and Brazilian free-tailed bat (*Tadarida brasiliensis*). Additionally, swallow nests were identified on both bridges.

- 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?*

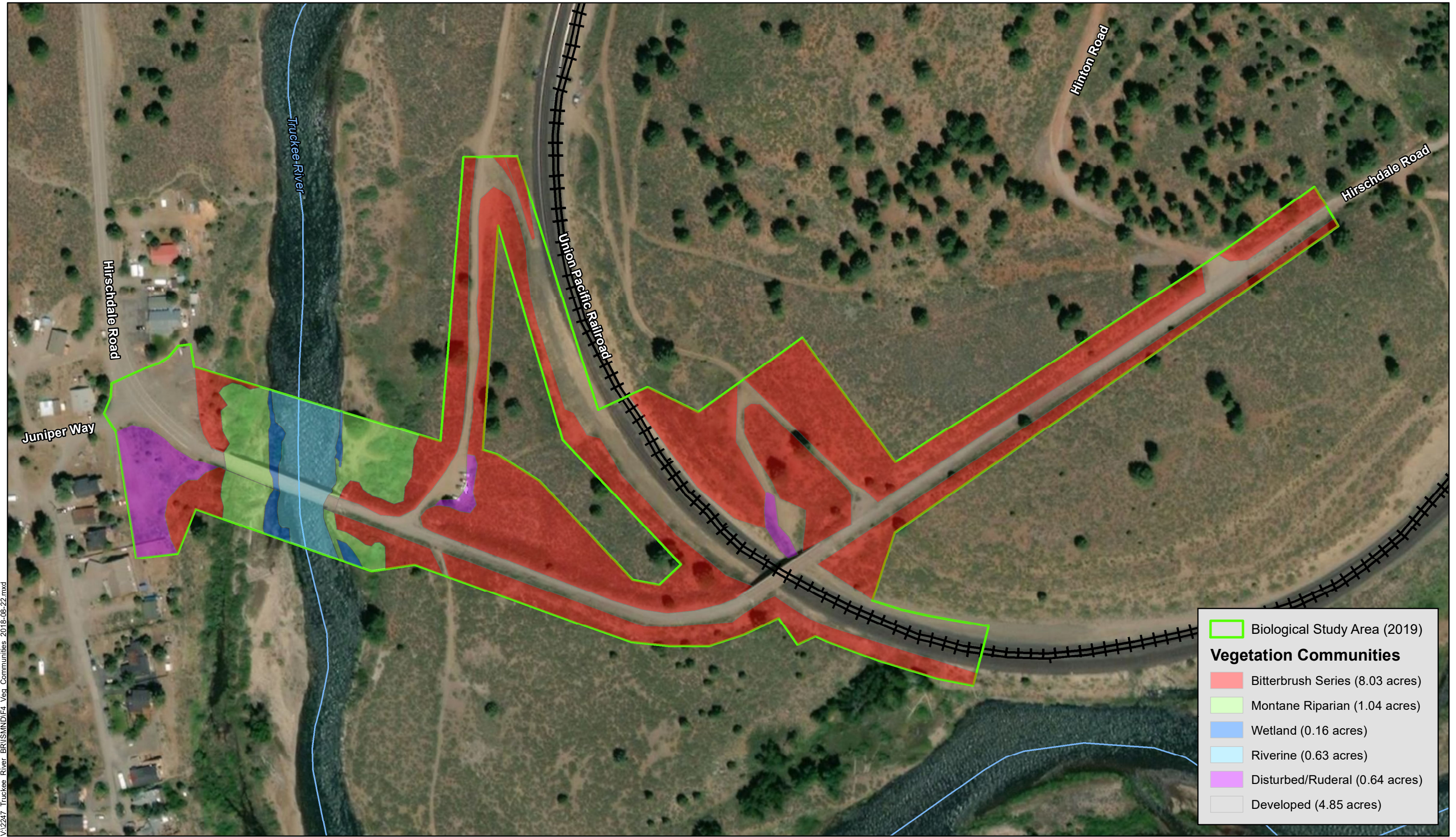
After evaluation of the special status wildlife species potentially occurring in the BSA, the following wildlife species were determined to have a reasonable likelihood of occurring in the BSA and may be affected by implementation of the project. Analysis for each of these species is presented below.

Yellow Warbler

The yellow warbler is a State species of special concern; it has no federal status. Yellow warblers typically nest in riparian habitats and prefer willows, cottonwoods, aspens, sycamores, and alders for both nesting and foraging, but would also nest in montane shrubbery.

The montane riparian habitat along the Truckee River provides suitable nesting habitat for yellow warbler. The closest CNDDDB record for yellow warbler is approximately 9 miles to the west near Donner Lake; however, the species has been identified as recently as 2018 within riparian habitat within the project area (ebird.org 2019). This species was not observed in the BSA during any of the surveys. Since potential nesting habitat is present in the BSA and this species is known from the local vicinity, there is a high potential for yellow warbler to occur in the BSA.

The replacement of the Truckee River Bridge on Hirschdale Road is anticipated to have approximately 0.04 acres of permanent impacts and approximately 0.48 acres of temporary impacts to montane riparian habitat due to the approach roadway of the temporary trestle, bridge replacement processes, and rock slope protection. This habitat could provide nesting habitat for yellow warbler (Figure 5. Impacts to Jurisdictional Waters). Implementation of the following mitigation measures would reduce project impacts to the yellow warbler to a less than significant level:



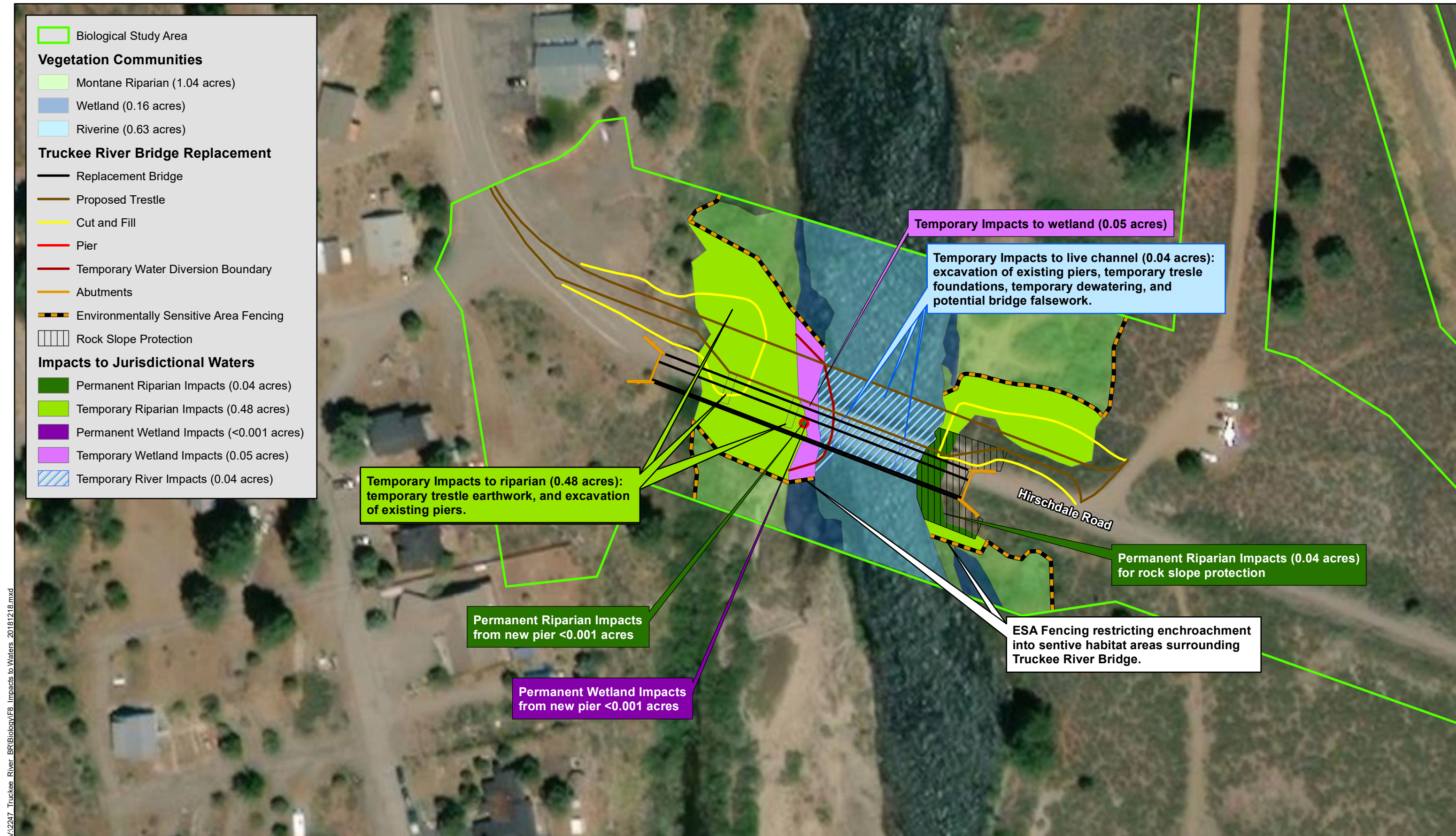
V:\2247 Truckee River BR\ISMND\F4 Veg Communities 2018-08-22.mxd

Source: BING Maps Online; Dokken Engineering 8/22/2018; Created By: adellas



0 100 200 300 400 500 Feet

FIGURE 4
Vegetation Communities / Habitats
 BRLO 5917 (092) and BRLO 5917 (097)
 Hirschdale Road Bridges Rehabilitation Project
 Nevada County, California



V:\2247 Truckee River BR\Biology\F8 Impacts to Waters 20181218.mxd

Source: BING Maps Online; Dokken Engineering 12/21/2018; Created By: adellas

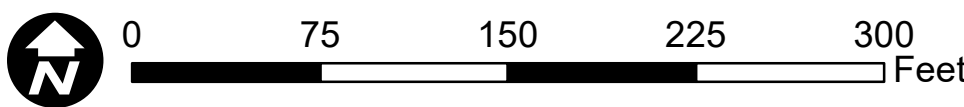


FIGURE 5
Impacts to Jurisdictional Waters
Hirschdale Road Bridges Rehabilitation Project
Nevada County, California

Mitigation Measure BIO-1:

- a. All montane riparian habitat and other vegetation that is to be removed within the work area should be removed during the non-nesting season, between September 16 and February 28.
- b. If vegetation removal is to take place during the nesting season (March 1st –September 15th), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist will be removed by the contractor.

A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300-foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

- c. If construction on the existing bridge is planned to occur during the swallow nesting season, measures will be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests must be removed from the existing bridge structure prior to the nesting season (February 15th – September 15th). During the nesting season, the bridge structure must be maintained through the active removal of partially constructed nests, or through the use of exclusionary devices. Swallows can complete nest construction in approximately 2-3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged and the nest is no longer being used.

With implementation of Mitigation Measure BIO-1 impacts to the yellow warbler would be less than significant with mitigation incorporated.

Willow Flycatcher

The willow flycatcher is a State endangered species; it has no federal status. Willow flycatchers inhabit low, dense thickets of willows along the edges of wet meadows, ponds, or other slow moving or still water sources above 2,000-foot elevation. Willow flycatchers require the dense thickets for foraging and nesting.

The montane riparian habitat along the Truckee River provides suitable foraging habitat for willow flycatcher but is not dense enough or extensive enough to provide suitable nesting habitat. In addition, this species does not typically nest along large, fast-flowing rivers. The closest CNDDDB record for willow flycatcher is approximately 0.5 mile to the southeast along the Truckee River from 1992. There are no recent CNDDDB records for this species along the Truckee River. This species was not observed in the BSA during any of the surveys. Since potential foraging habitat is present in the BSA and this species is known from the local vicinity, there is a moderate potential for willow flycatcher to occur in the BSA. However; the project is not anticipated to directly impact the species and no take of the species would occur. The replacement of the Truckee River Bridge on Hirschdale Road is anticipated to have approximately 0.04 acres of permanent impacts, and approximately 0.48 acres of temporary impacts to montane riparian habitat due to the approach roadway of the temporary trestle, bridge replacement processes, and rock slope protection. This habitat could provide foraging habitat for willow flycatcher (Figure 5. Impacts to Jurisdictional Waters). With implementation of Mitigation Measure BIO-1, identified above, impacts to the willow flycatcher would be further minimized and avoided. No impacts to willow flycatcher are anticipated.

Bald Eagle

The bald eagle is a State endangered species. This species was previously federally threatened, but has been delisted. Bald eagles forage in large bodies of water including oceans, lakes, and rivers. This species feeds primarily on fish but will also eat small mammals, waterfowl, seabirds, and carrion. Bald eagles build large stick nests in tall trees or on cliffs, usually within 1 mile of water.

No nesting habitat for bald eagle is present in the BSA but this species could potentially forage in the reach of the Truckee River in the BSA. The closest CNDDDB record for bald eagle is approximately 4 miles to the north near the north shore of Boca Reservoir. This species was not observed in the BSA during any of the surveys. Since potential foraging habitat is present in the BSA and this species is known from the local vicinity, there is a moderate potential for bald eagle to occur in the BSA. However, the project is not anticipated to directly impact the species and no take of the species would occur. Temporary disturbance to potential foraging habitat may occur if any bald eagles attempted to forage in the reach of the Truckee River in the BSA during construction. With the implementation of Mitigation Measure BIO-1 and Mitigation Measure BIO-2, impacts to bald eagle would be further minimized and avoided. No impacts to bald eagle are anticipated.

Lahontan Cutthroat Trout (LCT)

The LCT is federally listed as threatened. Critical habitat has not been established for LCT. Historically, this species inhabited much of the cold water lakes, rivers, and streams in the Lahontan Basin of California and Nevada. In California, the current distribution is limited to one lake and three rivers in the Truckee River watershed. The primary reasons for the population decrease are habitat loss and introduction of non-native fish species.

The reach of the Truckee River within the BSA contains suitable habitat for LCT. Based on consultations with a representative from the USFWS, Reno Office and a representative from CDFW, there are no naturally occurring populations of LCT in the Truckee River, but artificial populations introduced as part of recovery activities receive the same protection as natural populations. LCT are considered seasonally present in the BSA. Potential impacts to LCT would include construction operations for the replacement of the Truckee River Bridge within the Truckee River. Impacts to LCT would be minimal and include temporary dewatering for the excavation of existing piers, temporary trestle foundations, and potential bridge falsework. Approximately 0.04 acres of temporary impacts to the Truckee River are anticipated (Figure 5. Impacts to Jurisdictional Waters). No permanent impacts to the LCT riverine habitat are anticipated; however, approximately <0.001 acres of associated wetland habitat is anticipated to be permanently impacted from the pier of the new replacement Truckee River Bridge. No direct impacts to the species are anticipated. Implementation of the following mitigation measure would reduce impacts to LCT to a less than significant level.

Mitigation Measure BIO-2:

- a. Work in the live channel of the Truckee River will be limited to the period of June 15 through October 15. If any work within the live channel of the Truckee River is not completed by October 15, a written approval/extension must be obtained from the Service to allow work past October 15. Revegetation activities are excluded from this requirement with the stipulation that no heavy equipment be used in the channel.
- b. Prior to the replacement of the Truckee River Bridge, a Service-approved biologist will instruct all construction personnel and monitoring biologists of the terms and conditions being implemented to protect Lahontan cutthroat trout during construction. The biological monitor will have the full

authority to halt work as necessary for the purpose of minimizing the potential for adverse effects to Lahontan cutthroat trout.

- c. The name and credentials of a biologist qualified to act as a biologist/construction monitor shall be submitted to the Service for approval at least 15 days prior to the commencement of work.
- d. During demolition of the existing Truckee River Bridge, a temporary protective structure (e.g. tarp or equivalent) will be used during saw-cutting or chipping operations, while the superstructure is being prepared for removal in sections, to catch dust, slurry or chunks of concrete before it enters the Truckee River.
- e. Environmentally Sensitive Areas (ESA's) will be designated at the edge of work adjacent to the Truckee River to prevent encroachment into the live channel and adjacent wetland and riparian areas (excluding activities associated with the construction of the temporary approach roadway beyond each end of the temporary bridge and pier excavation activities). ESA limits will be marked using orange snow fencing or equivalent, and will remain in place and maintained in good condition until construction is complete.
- f. No construction material or debris will be allowed to enter surface waters or their channels. Best Management Practices for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediment enters surface waters.
- g. Following construction, all graded or otherwise bare slopes will be revegetated with native seed mix.
- h. All work will be conducted during daylight hours.

With implementation of Mitigation Measure BIO-2 impacts to LCT would be less than significant with mitigation incorporated.

- 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 U.S. Fish and Wildlife Service?*

Natural communities of special concern exist within the BSA of the project. Implementation of the project has the potential to impact montane riparian habitat and riverine habitat. Since these habitats occur within CDFW jurisdictional waters a Lake and Streambed Alteration Agreement from CDFW, under Section 1600 of the California Fish and Game Code would be required for project implementation as a standard regulatory permit. A discussion of the potential impacts on these natural communities is provided below.

Montane Riparian Habitat

This community occurs along the upper banks and benches of the Truckee River. In the BSA, this community is dominated by willow and pockets of mountain alder, with herbaceous groundcover of varying densities. Common herbaceous species include bluegrass, stinging nettle, common horsetail, mountain rose, Baltic rush, mugwort, sedge, and common spikerush. This plant community occupies 1.04 acres in the BSA. The project would result in approximately 0.48 acres of temporary impacts, and approximately 0.04 acres of permanent impacts to montane riparian habitat during the construction and use of the temporary trestle structure, approach roadway, rock slope protection, and pier of the new replacement Truckee River Bridge. With implementation of the Mitigation Measure BIO-3, impacts to montane riparian would be less than significant with mitigation incorporated.

Riverine

The riverine community within the BSA consists of the Truckee River; the reach of the Truckee River in the BSA is mostly unvegetated. Kentucky bluegrass and Baltic rush are the dominant species observed in this habitat within the BSA. Numerous herbaceous species, including yarrow, graceful cinquefoil, Western buttercup, mint, and thyme-leaved speedwell were also found in this community. This community occupies 0.63 acre in the BSA. The project is anticipated to have no permanent impacts to the Truckee River; however, temporary impacts to riverine habitat are anticipated. Construction activities are anticipated to require two seasons of in water work, within the designated work window of June 15 to October 15. It is anticipated that during the first season the contractor will demolish and remove the existing bridge, and the bridge replacement will be completed the following season. Temporary impacts within the river channel would consist of cofferdam installation and excavation of the existing bridge piers, temporary trestle foundations, temporary dewatering activities, and potential bridge falsework for the new replacement bridge. ESA fencing and avoidance and minimization measures will be implemented for protection of the riverine habitat and for work within the live channel. With implementation of the Mitigation Measure BIO-2 and BIO-3, impacts to the riverine community would be less than significant with mitigation incorporated.

Mitigation Measure BIO-3:

- a. BMPs will be incorporated into project design and project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.):
 - i. The area of construction and disturbance shall be limited to as small an area as feasible to reduce erosion and sedimentation.
 - ii. Measures shall be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
 - iii. Existing vegetation shall be protected where feasible to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
 - iv. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
 - v. Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.
 - vi. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution.
 - vii. All vehicle and equipment maintenance procedures shall be conducted off-site. In the event of an emergency, maintenance would occur away from the Truckee River.
 - viii. All concrete curing activities shall be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
 - ix. All construction materials, vehicles, stockpiles, and staging areas shall be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.

- x. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- xi. All erosion control measures and storm water control measures shall be properly maintained until the site has returned to a pre-construction state.
- xii. All disturbed areas shall be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- xiii. Following seeding, jute netting or erosion control blankets shall be placed and secured over the slopes steeper than 2:1, horizontal:vertical (H:V).
- xiv. All construction materials shall be hauled off-site after completion of construction.
- b. Measures consistent with the current Caltrans' Construction Best Management Practices Manual (including the SWPPP and WPCP Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]) shall be implemented to minimize erosion, siltation, and other water quality impacts during construction.
- c. Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any regulatory permits that are required from the Army Corps of Engineers, Regional Water Quality Control Board, and /or CDFW.

With implementation of the Mitigation Measure BIO-1, BIO-2 and BIO-3, impacts to riparian and other sensitive natural habitats would be less than significant with mitigation incorporated.

- 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 rehabilitation, filling, hydrological interruption, or other means?*

After completing biological surveys on November 22, 2016, approximately 0.16 acres of wetland features were mapped within the project area. The project is anticipated to have approximately <0.001 acres of permanent impacts to wetland areas, from the placement of the new replacement bridge pier and approximately 0.05 acres of temporary impacts from dewatering and construction activities. (See Figure 5 Impacts to Jurisdictional Waters). Mitigation for the temporary impacts to wetlands is proposed at a ratio of 1:1; however, final mitigation efforts will be determined during the permitting phase of the project, and any mitigation for permanent or temporary effects to wetlands will be provided through purchase of mitigation credit(s) or in-lieu fee(s) at an USACE-approved wetland mitigation bank. With implementation of Mitigation Measures BIO-2, BIO-3, and the following Mitigation Measure BIO-4, impacts to protected wetlands would be less than significant with mitigation incorporated.

Mitigation Measure BIO-4:

Impacts on any wetland permanently or temporarily affected by the project shall be offset through the dedication of mitigation credit(s) within a U.S. Army Corps of Engineers-approved mitigation bank or through the payment of in-lieu fees to an approved conservation bank. No net loss of wetlands shall occur.

- 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?*

The November 22, 2016 biological surveys noted the contiguous habitat of riverine and riparian areas traversing the project area were identified as consistent with the 2014 NES. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. The new project BSA and surrounding areas are mostly undeveloped and wildlife usage is mostly uninhibited. The community of Hirschdale and the railroad present some constraints, but it is likely wildlife moves through the BSA regularly. As the project is the replacement and rehabilitation of an existing facility, any effects to wildlife migrations associated with project construction would be temporary. Construction will be minimized at night, the likely peak in wildlife usage for migration purposes and at project completion, usage of the channel as a migration corridor would be restored. No impacts to wildlife corridors are anticipated.

Bat surveys conducted by Wildlife Research Associates, Inc. in July 2008 determined that the Hirschdale Road Overhead supported a day roost colony of approximately 400-500 bats, consisting of brown bat, little brown bat, Yuma myotis, long-legged myotis, and Brazilian free-tailed bat. At least three other bat species were observed audibly but could not be identified to species. It could not be confirmed if the roost was a maternity roost. The Truckee River Bridge may also support day roost habitat, but potential crevice habitat was difficult to observe due to the height of the bridge and the proximity to the river.

Qualified wildlife and bat biologist, Dr. Dave Johnston, completed a review of the July 2008 survey report and the proposed Hirschdale Road Overhead rehabilitation plans. Dr. Johnston's review determined that the Hirschdale Road Overhead rehabilitation will not permanently remove the existing bat habitat currently used by the roosting bat colony, and that project impacts from the rehabilitation, rather than the removal of the bridge, will only have temporary impacts to bat species during construction activities. Dr. Johnston confirmed that the project's preconstruction and exclusion measures were sufficient for the project in order to avoid and minimize impacts to roosting bats. To avoid and minimize impacts to bat species inhabiting the bridges, bat exclusion minimization measures stated in the February 2014 NES will remain in place. However, due to changes in project size and scope, design and construction of artificial bat houses and monitoring efforts stated in the February 2014 NES will not be necessary. With the implementation of Mitigation Measure BIO-5, project impacts to native resident bat species would be less than significant with mitigation incorporated.

Additionally, during the biological surveys, swallows nests were identified on both the Truckee River Bridge and the Hirschdale Road Overhead. With the implementation of Mitigation Measure BIO-1, project impacts to native swallow species would be less than significant with mitigation incorporated.

Mitigation Measure BIO-5:

- a. Bridge construction activities shall occur only after any bats roosting in the vertical cavities have been humanely evicted (Truckee River Bridge and Hinton Overhead).
 - i. To avoid impacts to non-volant pups or torpid adult bats, eviction shall occur between March 1 – April 15 (assuming no rain or snow), and August 31 – October 15.
 - ii. A qualified bat biologist possessing a Memorandum of Understanding with the California Department of Fish and Wildlife and experienced with humane bat eviction and exclusion shall survey the Truckee River and Hirschdale Road Overhead bridges for potential roosting habitat prior to exclusion procedures. Any potential roosting sites not exhibiting signs of inhabitation will then be sealed with suitable material (expanding foam, backer rod, mesh, etc.) to prevent their use by bats when exclusion procedures occur.

The qualified bat biologist will then, either supervise the installation of, or install one-way exits at the roost cavity openings within the Hirschdale Road Overhead. These will be

installed at least 14 days prior to bridge construction activities and shall remain in place 10-14 days, followed by a survey to determine effectiveness. If all bats have been safely evicted, the crevices will be sealed with suitable materials sufficient to remain until bridge construction activities are complete.

- iii. Bridge construction activities may begin any time after bats have been successfully humanely evicted, however if bridge construction activities will not occur until after 180 days after eviction, a biologist shall conduct an inspection of the blockage materials to ensure they have remained effective. If materials have not remained in the roost crevices, surveys and/or eviction may need to be repeated as determined by the biologist.
- b. Until all day roosting bats have been excluded, bird exclusion netting will not be installed on or in proximity to the bridge structures. All bird exclusion netting must be maintained in good working order to prevent the entrapment of bats.

With implementation of Mitigation Measure BIO-5, and BIO-1, impacts to any established native wildlife species would be less than significant.

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

The Truckee River Bridge replacement would require construction activities to occur within the Truckee River channel. In accordance with Nevada County General Plan and Zoning Ordinance and Guidelines for Preparing Biological Reports (County Zoning Regulations, Sec. L-II 4.3.17), a Management Plan is required when a project will result in a new disturbance within 100 feet (non-disturbance buffer) of all wetland and riparian areas. The project would trigger the requirement for preparation of a Management Plan due to work occurring in and within 100 feet of the Truckee River. The NES Addendum (Dokken Engineering 2019a) identifying mitigation measures BIO-1 through BIO-5 were prepared for the project and would be used as the required management plan for any work that would occur within 100 feet of the Truckee River.

Implementation of the project would not conflict with applicable ordinances, plans, or policies protecting biological resources. No impacts would occur.

- 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?*

The site is not subject to any local, regional, or State habitat conservation plans. No impacts would occur with implementation of the project.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES

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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Effective October 1, 2012, Caltrans and the FHWA entered into a Memorandum of Understanding (National Environmental Policy Act [NEPA] Assignment MOU) in which FHWA assigned and Caltrans assumed environmental review and consultation responsibilities under NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, pursuant to 23 U.S.C. 327, as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21) (October 1, 2012). Given that the undertaking is funded, in part, from the FHWA, it is subject to federal involvement and, as such, cultural resource studies are therefore mandated by the Advisory Council on Historic Preservation (ACHP) regulations 36 CFR Part 800 for implementing Section 106 of the NHPA. Compliance with Section 106 is being carried out in accordance with the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the Army Corps of Engineers, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of Federal-Aid Highway Program in California* (Caltrans Section 106 PA), executed January 1, 2014. In addition, the project is subject to state historic preservation laws and regulations set forth in the California Environmental Quality Act (CEQA) (PRC § 21000 et seq.). For all discussion relating to consultation with Native American Tribes under Assembly Bill 52 (AB 52) relating to Tribal Cultural Resources, please see Section 17 of this document.

The APE is established as the area of direct and indirect effects and consists of a 22.5 acre area. This includes all ground disturbance necessary for equipment and materials staging, construction access, vegetation/tree removal, temporary trestle bridge construction and removal, Truckee River Bridge (17C-0045) replacement, Hirschdale Road Overhead (17C-0046) bridge rehabilitation, installation of inside guard rails on the existing railroad rail line, temporary construction easements, and right-of-way acquisition. The APE is situated along Hirschdale Road, extending from Juniper Way on the west to Hinton Road on the east.

Cultural Resources within the APE

Cultural resource identification and evaluation efforts were previously conducted for this project between 2011 and 2014. At that time, the project was considerably larger in scope and consisted of bridge removal

and roadway improvements. A Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), Environmentally Sensitive Area (ESA) Action Plan, and a Supplemental HPSR were completed and approved. Since approval of these cultural reports, the project has been changed in scope for replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead. As a result, the APE was revised from 129.3 acres to approximately 22.5 acres and additional archaeological survey, Native American consultation efforts, and Extended Phase I (XPI) subsurface presence/absence testing efforts were required.

Efforts to identify potential archaeological resources in the Area of Potential Effects (APE) included background research, a search of site records and survey reports on file at the North Central Information Center (NCIC), efforts to coordinate with Native American representatives, pedestrian surface surveys, and XPI subsurface presence/absence testing. Based on these efforts, four cultural resources within the APE: Hirschdale Road Bridge (Bridge # 17C-0045), Hirschdale Road UPRR Overhead Bridge (Bridge # 17C-0046), a segment of the Central Pacific Transcontinental Railroad (CA-NEV-555/H), and the historic-era Clinton townsite (P-29-4366).

A pedestrian survey was first conducted within the APE on December 13, 2011 which confirmed the presence of the four previously recorded cultural resources. No additional cultural resources were identified. Subsequent to this initial survey, the project was reduced in scope which required redefinition of the APE and additional cultural resource identification and Native American consultation efforts. A new archaeological survey was conducted on November 22, 2016. The previous field conditions and survey results were verified. No additional cultural resources aside from the previously recorded cultural resources noted by NCIC were identified within the APE.

There is an unpaved roadway located within the boundaries of the Clinton Townsite which is currently utilized and maintained by the UPRR as an access road. As this road could also be utilized as an access road during construction of the Project, XPI subsurface presence/absence testing was conducted on August 6, 2018 to determine if there were any associated subsurface archaeological deposits associated with the Clinton Townsite within the unpaved roadway. The XPI testing found that there are no *in-situ* subsurface deposits within the unpaved roadway.

The four cultural resources within the APE are identified below in Table D.

Table D: Cultural Resources within the APE

Resource Name and Number	Resource Type	In the Area of Direct Impact?	Project Activity at/near Resource	Historical Resource for purposes of CEQA?
Resources evaluated in support of the project				
Truckee River Bridge, No. 17C0045	historic-period bridge that carries Hinton Road over the Truckee River	Yes	Bridge replacement	No
Hirschdale Road Overhead, No. 17C0046	historic-period bridge that carries Hinton Road over the Union Pacific Railroad	Yes	Bridge rehabilitation	No
Clinton Townsite, P-29-4366	historic-period archaeological site	Yes	Roadway improvement and bridge rehabilitation	Yes

Resource Name and Number	Resource Type	In the Area of Direct Impact?	Project Activity at/near Resource	Historical Resource for purposes of CEQA?
Central Pacific Railroad, CA-NEV-555/H	historic-period railroad that is in-use	Yes	Bridge rehabilitation	Yes

Cultural Resource Descriptions and Evaluations

In order to be determined eligible for listing in the California Register of Historic Resources (CRHR), a property must be significant at the local, state, or national level under one or more of the following four criteria as defined in Public Resources Code 5024.1 and CEQA Guideline 15064.5(a).

1. It is associated with events or patterns that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States.
2. It is associated with the lives of persons important to the nation or to California's past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a creative individual, or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important to the prehistory or history of the state and the nation.

In addition to meeting one or more of the above criteria, a significant property must also retain integrity. Properties eligible for listing in the CRHR must retain enough on the historic character to convey the reason(s) for their significance. Integrity is judged in relation to location, design, setting, materials, workmanship, feeling and association.

In support of the project, two cultural resources were evaluated for inclusion in the NRHP/CRHR. These evaluations are provided below.

Truckee River Bridge (17C0045). This resource, a reinforced concrete T-beam bridge, carries Hirschdale Road over the Truckee River, near Hirschdale. The bridge is a component of the Lincoln Highway second-generation route. Although it was not part of the original transcontinental highway proposed in 1913, it was constructed in 1926 and adopted as part of the Lincoln Highway second-generation route. For their nation-wide survey, the National Park Service provides a period of significance for the Lincoln Highway that spans from 1913 to 1956 (National Park Service 2004:4). The potential period of significance for the Truckee River Bridge is from beginning of construction in 1926 to 1956, when the Federal Aid Highway Act passed and construction of I-80 commenced and ultimately bypassed the Lincoln Highway in this area.

Evaluation

The Lincoln Highway represents the emergence of the automobile as the predominant method of travel for Americans secondary to the railroad. This highway served as the foundation for the development of American car-culture, a national phenomenon that occurred during this period. Emphasis was placed on traveling on your own time in your own vehicle, reinforcing the American's sense of individuality and freedom. The Lincoln Highway also served as an example to other "named trail" associations during the Good Roads Movement. Although the Truckee River Bridge has potential significance under Criterion A of the NRHP and Criterion 1 of the CRHR for its association with an event that has made a significant contribution to the broad pattern of local or national history, it does not retain sufficient integrity to convey that significance. The integrity of the Truckee River Bridge is compromised by

alterations to its original design, materials, workmanship, and feeling. The bridge's original decorative concrete railing was replaced by corrugated metal railing, a curb was replaced with modern concrete, and sheet metal was attached in 1953. Additionally, three inches of asphalt were applied to the surface of the bridge's deck in 1979. These alterations were not part of a significant development nor do they convey the historical significance of the Lincoln Highway. The repairs were simply current solutions to damage caused by multiple weathering events. Because these alterations significantly altered the bridge's integrity, this resource cannot convey its association with the nationwide pattern of local boosterism, local-state coordination, and roadway improvements that characterized the Good Roads Movement and the heyday of the Lincoln Highway. For this reason, the Truckee River Bridge does not appear eligible for listing on the NRHP or the CRHR under criterion A/1. Further, the bridge has no known association with important people and is not architecturally significant; therefore, it does not warrant consideration under criteria B/2 or C/3.

SHPO concurred on the recommendation of ineligibility on February 10, 2014.

Hirschdale Road Overhead (17C0046). This resource is a reinforced concrete T-beam bridge that carries Hirschdale Road over the UPRR, near Hirschdale. The bridge is a component of the Lincoln Highway second-generation route. Although it was not part of the original transcontinental highway proposed in 1913, it was constructed in support of the Lincoln Highway second-generation route in 1926. For their nation-wide survey, the National Park Service provides a period of significance for the Lincoln Highway that spans from 1913 to 1956 (National Park Service 2004:4). The potential period of significance for the Hirschdale Road Overhead is from beginning of construction in 1926 to 1956, when the Federal Aid Highway Act passed and construction of I-80 commenced and ultimately bypassed the Lincoln Highway in this area.

The Lincoln Highway represents the emergence of the automobile as the predominant method of travel for Americans secondary to the railroad. This highway served as the foundation for the development of American car-culture, a national phenomenon that occurred during this period. Emphasis was placed on traveling on your own time in your own vehicle, reinforcing the American's sense of individuality and freedom.

Evaluation

Although the Hirschdale Road Overhead has potential significance under Criterion A of the NRHP and Criterion 1 of the CRHR for its association with an event that has made a significant contribution to the broad pattern of local or national history, it does not retain sufficient integrity to convey that significance. The integrity of the Hirschdale Road Overhead is compromised by alterations to its original design, materials, workmanship, and feeling. The bridge's original decorative concrete railing was replaced by corrugated metal railing in 1953, and three inches of asphalt were applied to the surface of the bridge's deck in 1979. These alterations were not part of a significant development nor do they convey the historical significance of the Lincoln Highway. The repairs were simply current solutions to damage caused by multiple weathering events. Because these alterations significantly altered the bridge's integrity, this resource cannot convey its association with the nationwide pattern of local boosterism, local-state coordination, and roadway improvements that characterized the Good Roads Movement during the heyday of the Lincoln Highway. For this reason, the Hirschdale Road Overhead does not appear eligible for listing on the NRHP or the CRHR under criterion A/1. Further, the bridge has no known association with important people and is not architecturally significant; therefore, it does not warrant consideration under criteria B/2 or C/3.

SHPO concurred on the recommendation of ineligibility on February 10, 2014.

The two remaining resources, the historic-era Clinton Townsite and a segment of the Central Pacific Transcontinental Railroad, are being considered and treated as historical resources pursuant to the

discretionary authority provided to the lead agency by CEQA Guidelines §15064.5(a)(4). No additional resources were identified within the APE. Based on the analysis provided below, there are two historical resources and no archaeological resources within the APE which would be impacted by the project.

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

PRC §21084.1 states: “A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, a historical resource is a resource listed in, or determined to be eligible for listing in, the CRHR. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.”

There are two historical resources for purposes of CEQA within the APE; the Clinton Townsite and a segment of the Central Pacific Transcontinental Railroad.

The Clinton Townsite is being considered and treated as a historical resource pursuant to the discretionary authority provided to the lead agency by CEQA Guidelines § 15064.5(a)(4). Should project activity disturb or damage archaeological deposits associated with the Clinton Townsite, those qualities of the resource upon which its assumption of significance is based could be materially impaired, which could potentially result in a significant impact. Mitigation Measure CULT-1, described below, shall be implemented to reduce this potential impact to a less than significant level by protecting the Clinton Townsite from inadvertent construction-related impacts by excluding personnel and equipment from the resource. CULT-1 does allow the unpaved railroad access roads which traverse through the townsite to be utilized as an access road during construction of the Project as the XPI subsurface testing efforts found that there are no *in-situ* archaeological deposits within these roads. Further, Mitigation Measure CULT-2 will reduce potential project impacts to a less than significant level in the event that unanticipated cultural resources associated with the Clinton Townsite are discovered during construction. Therefore, with implementation of Mitigation Measure CULT-1 and CULT-2 the project would not result in a substantial adverse change to the Clinton Townsite as defined in § 15064.5.

The project involves installing a parallel set of derailment protection rails within each of the double tracks of the UPRR and this work is consistent with the Secretary of the Interior’s Standards for Rehabilitation (SOISR) #1, 2, 9, and 10 for the following reasons: The property shall continue to be used for its historic purpose as a railroad (SOISR 1); the historic character of the property shall be retained and preserved as the railroad corridor and double track will continue with minimal alterations (SOISR 2); the derailment protection rails shall not destroy any historic materials as the existing tracks contain modern materials (SOISR 9); and, the derailment protection rail installation shall be installed in such a manner that if removed in the future, the essential form and integrity of the historic property and environment – the double track and the overall railroad corridor - would be unimpaired (SOISR 10). As a result, the project would not significantly impact this historical resource.

Implementation of Mitigation Measures CULT-1 and CULT-2 would ensure that the project would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. Impacts would be less than significant with mitigation incorporated.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Under CEQA, the lead agency first determines if an archaeological site is a historical resource as defined in PRC §21084.1. If the site qualifies as a historical resource, potential impacts must be considered in the same manner as a historical resource. If the archaeological site does not qualify as a historical resource but *does* qualify as a unique archaeological site, then the archaeological site is treated in accordance with PRC §21083.2. In practice, most archaeological sites that meet the definition of a unique archaeological resource would first meet the definition of a historical resource and be treated accordingly. CEQA defines a “unique archaeological resource” as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC §21083.2(g)).

One archaeological site was identified within the APE: the Clinton Townsite, *P-29-4366*.

As stated in the response to Question a) above, the Clinton Townsite is being considered and treated as a historical resource pursuant to the discretionary authority provided to the lead agency by CEQA Guidelines §15064.5(a)(4). Should project activity disturb or damage archaeological deposits associated with the Clinton Townsite, those qualities of the resource upon which its assumption of significance is based could be materially impaired, which could potentially result in a significant impact. Mitigation Measure CULT-1, described below, shall be implemented to reduce this potential impact to a less than significant level by protecting the Clinton Townsite from inadvertent construction-related impacts by excluding personnel and equipment from the resource. CULT-1 does allow the unpaved railroad access roads which traverse through the townsite to be utilized as an access road during construction of the Project as the XPI subsurface testing efforts found that there are no *in-situ* archaeological deposits within these roads. Further, Mitigation Measure CULT-2 will reduce potential project impacts to a less than significant level in the event that unanticipated cultural resources associated with the Clinton Townsite are discovered during construction. Therefore, with implementation of Mitigation Measure CULT-1 and CULT-2 the project would not result in a substantial adverse change to the Clinton Townsite as defined in § 15064.5.

No unique archaeological resources (as defined in § 21083.1(g)) were identified within the APE. However, it cannot be definitively stated that no previously unidentified archaeological deposits that meet the definition of unique archaeological resources would be encountered during project activities. Should resources that so qualify be discovered and damaged during project activities, a substantial adverse change in their significance could occur, which could potentially result in a significant impact. Mitigation Measure CULT-2, described below, shall be implemented during project activity to reduce this potential impact to a less than significant level by identifying, assessing, and providing the requirement to offset damage to significant archaeological deposits through data recovery.

Mitigation Measure CULT-1:

The Environmentally Sensitive Area (ESA) / Secretary of the Interior’s Standards for the Treatment of Historic Places (SOIS) Action Plan (Appendix E) shall be implemented prior to project ground

disturbing activity and shall continue throughout the entirety of the project until completion. This plan establishes protocol for designation of an ESA with exclusionary fencing to protect the Clinton Townsite from project impacts. It also includes appropriate pre-construction, during construction, and post-construction protocol for ESA fencing establishment, maintenance, monitoring, and removal as well as detail of the appropriate action steps needed in case of ESA breaching.

Mitigation Measure CULT-2:

If deposits of prehistoric or historical archaeological materials are encountered during project activities, then all work within 200 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The County should also be notified. Project personnel/construction workers should not collect or move any archaeological materials or human remains and associated materials. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources eligibility. If the deposit is not eligible, a determination shall be made as to whether it qualifies as a "unique archaeological resource" under CEQA. If the deposit is neither a historical nor a unique archaeological resource, avoidance is not necessary. If the deposit is eligible to the California Register, or is a unique archaeological resource, it shall need to be avoided by adverse effects or such effects must be mitigated. Mitigation may consist of, but is not necessarily limited to, recording the resource; recovery and analysis of archaeological deposits; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report shall be submitted to the Nevada County Department of Public Works.

Implementation of Mitigation Measures CULT-1 and CULT-2 would ensure that the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Impacts would be less than significant with mitigation incorporated.

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

No paleontological resources are known to exist within the APE. However, it cannot be definitively stated that no previously unidentified paleontological resources would be encountered during project activities. According to the geologic map of the area (Saucedo, G. L. and Wagner, D. L. 1992. *Geologic Map of the Chico Quadrangle*. California Division of Mines and Geology. Scale 1:250,000) both bridges are mapped on Quaternary glacial deposits. These deposits have a low paleontological sensitivity. Should resources that so qualify be discovered during project activities, they could be destroyed by ground disturbance, which could potentially result in a significant impact. Mitigation Measure CULT-3, described below, shall be implemented during project activity to reduce this potential impact to a less than significant level by identifying, assessing, and providing the requirement to offset damage to paleontological resources through data recovery.

Mitigation Measure CULT-3:

If paleontological resources are discovered during project activities, all work within 200 feet of the discovery shall be redirected and a qualified paleontologist contacted to assess the finds, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel/construction workers shall not collect or move any paleontological resources. If the paleontological resources cannot be avoided, they shall be assessed to determine their paleontological

significance. If the paleontological resources are not significant, avoidance is not necessary. If the paleontological resources are significant, adverse effects shall be mitigated through data recovery by the qualified paleontological consultant. Upon completion of the assessment, the paleontologist shall prepare a report documenting the methods and results, and provide recommendations for the potential for additional finds.

Implementation of Mitigation Measure CULT-3 would ensure that the project would not directly or indirectly destroy a unique paleontological resource, site or unique geologic feature. Impacts would be less than significant with mitigation incorporated.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to exist within the APE. However, it cannot be definitively stated that no previously unidentified human remains would be encountered during project activities. Should human remains be discovered during project activities, they could be disturbed by project activity, which could potentially result in a significant impact. Mitigation Measure CULT-4, described below, shall be implemented during project activity to reduce this potential impact to a less than significant level through compliance with the provisions of Health and Safety Code (HSC) §7050.5, which would ensure the legally adequate and respectful treatment of descendants of modern communities.

Mitigation Measure CULT-4:

If human remains are encountered during project activities, the project shall comply with the requirements of HSC §7050. There shall be no further excavation or disturbance of the site or within 200 feet of the area reasonably suspected to overlie adjacent remains until the coroner of Nevada County has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated artifacts.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Nevada County Department of Public Works.

Implementation of Mitigation Measure CULT-4 would ensure that construction activities associated with the project would not disturb any human remains. Impacts would be less than significant with mitigation incorporated.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS

Would the project:

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|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input 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 (1994), 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 water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Nevada County is part of the Sierra Nevada Range, a geologic block approximately 400 miles long and 80 miles wide that extends in a north-south band along the eastern portion of California. Two features of the Sierra Nevada range distinctly characterize the terrain of Nevada County. The western third of the County is comprised of rolling foothills that form a transition between the low-lying Sacramento valley and the mountains to the east. The eastern two-thirds of the County is comprised of the steep terrain and exposed granite of the Sierra Nevada range itself.

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.*

According to the California Department of Conservation (DOC) website (DOC 2019), an unnamed fault within the Dog Valley Fault Zone approximately 4 miles northwest of the project site has had seismic activity as recently as 1966, and a Holocene fault (Polaris Fault) is approximately 4 mile west of the project site. However, the project site is not located within a defined Alquist-Priolo Earthquake Fault Zone, nor is it located on a known fault according to the DOC. Therefore, the project activities would not expose people or structures to potential risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, and no impacts would occur.

- ii) *Strong seismic ground shaking?*

Nevada County's historical earthquake activity is lower than the state average. According to the Nevada County General Plan, the County has experienced 26 earthquakes since 1887. Although the project site could be exposed to seismic ground shaking, the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead would be developed consistent with County and Caltrans Seismic Design Criteria. With the implementation of state-mandated Seismic Design Criteria no impacts would occur.

- iii) *Seismic-related ground failure, including liquefaction?*

Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (minute silt and clay fraction) may also liquefy. According to the online Soil Survey of Nevada County, soils at the site are Kyburz-rock outcrop-Trojan complex (derived from lithic bedrock) underlying. As indicated in section ii, the project area is within proximity to a seismically active area, but is not itself located on any known faults. This soil is rocky and has a low potential for liquefaction; therefore, no impacts seismic related liquefaction of soils would occur.

- iv) *Landslides?*

The topography of the project site is in a relatively hilly area of the Sierra Nevada range. The site elevation ranges from approximately 5,600 feet above mean sea level (msl) at the eastern end to 5,450 msl in Hirschdale near the western end. The project site is located on Tertiary volcanic flow rocks (igneous rock formations) according to mapping from the California Geologic Survey. The soils within and adjacent to the project site are between 2 to 30 percent slopes. Typically lands with slopes of 30 percent or less are not prone to landslides. Furthermore, the Nevada County General Plan Safety Element does not designate the project area as susceptible to landslides or in a high landslide activity area. The Safety Element concludes that a "low" risk landslide hazard rating is applicable to most areas of the County due to the presence of shallow igneous and metamorphic bedrock. The project does not include the development of manufactured slopes as part of its design; and therefore, further investigation into the stability of such manufactured slopes would not be warranted. No impacts related to landslides would occur.

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

The project construction activities are anticipated to have site grading to modify the existing road alignment in the vicinity of the bridge approaches, including fill slope grading, fill placement, and compaction. Implementation mitigation measures BIO-2, and BIO-3, as well as BMPs identified in the SWPPP would reduce the potential for soil erosion during project construction activities; therefore, impacts would be less than significant with mitigation incorporated.

- 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?*

The project will not 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. Refer to section a.iii and a.iv. No impacts from the project would occur.

- 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?*

Expansive soils have the tendency to expand and contract during alternative wetting and drying cycles and are generally associated with clay soils. Project site soils consist primarily Kyburz-rock outcrop-Trojan complex (derived from lithic bedrock) underlying which has little shrink-swell risk factor associated with it. The project would not include the development of habitable structures on the project site. Potential soil expansion on the site would not create substantial risks to life or property. Site construction techniques would comply with County and Caltrans design standards to minimize risks associated with expansive soils. No impacts to expansive soils would occur

- 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*

The project would not generate wastewater requiring disposal. No septic tanks are proposed as part of the project. No impacts would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Greenhouse gases (GHGs) are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth's temperature. GHGs that are regulated by the State and/or Environmental Protection Agency (EPA) are carbon dioxide (CO₂), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons, sulfur hexafluoride (SF₆) and nitrous oxide (NO₂). CO₂ emissions are largely from fossil fuel combustion. In California, approximately 43 percent of the CO₂ emissions come from cars and trucks. Electricity generation is another important source of CO₂ emissions. Agriculture is a major source of both methane and NO₂, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents and industrial processes, and persist in the atmosphere for longer periods of time and have greater effects at lower concentrations compared to CO₂. The adverse impacts of global warming include impacts to air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and an increase in health related problems.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, was adopted in September 2006 and requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through regulations to reduce emissions from stationary sources and from vehicles. CARB is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The NSAQMD has prepared a guidance document, *Guidelines for Assessing Air Quality Impacts of Land Use Projects*. Therefore, in order to satisfy CEQA requirements, projects should make a reasonable attempt to quantify, minimize and mitigate GHG emissions as feasible.

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

The project would not result in the generation of additional vehicle trips. During site preparation and construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities

would vary daily as construction activity levels change; however, construction is temporary and would produce minimal GHG emissions. These emissions are considered minimal when compared to the more than 456,800,000 metric tons of CO₂ emitted in California each year. Impacts on GHG emissions would be less than significant during construction and operation of the project.

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

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals for the State of California: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2025.

California's major initiative for reducing GHG emissions is outlined in AB 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 at 427 million metric tons (MMT) of CO₂eq. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the California Air Resources Board (CARB) on December 11, 2008, and includes measures to address GHG emissions reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures (CARB 2008). The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliances mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The measures in Scoping Plan would not be binding until after they are adopted through the normal rulemaking process and therefore are only recommendations at this time. The CARB rulemaking process includes preparation and release of each of the draft measures, public input through workshops and a public comment period, followed by an CARB hearing and rule adoption.

The California Environmental Protection Agency Climate Action Team (CAT) and the CARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," CARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California*," and CARB's "*Climate Change Scoping Plan: a Framework for Change*." The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32.

The adopted Scoping Plan includes proposed GHG reductions from direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as cap-and-trade systems.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. In June 2007 CARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that are required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The ARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures.

ARB's focus in identifying the 44 early action items was to recommend measures that ARB staff concluded were "expected to yield significant GHG emission reductions, are likely to be cost-effective and technologically feasible." The combination of early action measures is estimated to reduce State-wide GHG emissions by nearly 16 MMT. Accordingly, the 44 early action items focus on industrial production processes, agriculture, and transportation sectors. Early action items associated with industrial production and agriculture do not apply to the project. The transportation sector early action items such as truck efficiency, low carbon fuel standard, proper tire inflation, truck stop electrification and strengthening light duty vehicle standards are either not specifically applicable to the project or would not result in a reduction of GHG emissions associated with the project. State measures include emission reductions assumed as part of the Scoping Plan, including light-duty vehicle GHG standards ("Pavley standards"), low carbon fuel standard, and energy efficiency measures.

The project would not conflict with the State goal of reducing GHG emissions and would not conflict with the AB 32 Scoping Plan or the early action measures.

The project would be subject to all applicable permit and planning requirements in place or adopted by Nevada County. Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant, and no impacts from the project would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Title 22 of the California Code of Regulations (CCR) includes state hazardous waste regulations which are enforced by the California Department of Toxic Substance Control (DTSC) and local agencies. Hazardous waste control laws enforced by the DTSC are included in the California Health and Safety Code. These regulations identify standards for the classification, management, and disposal of hazardous waste.

With the exception of the community of Hirschdale located southwest of the project alignment, most of the project occurs within a generally undeveloped area. Hazardous materials use/misuse, storage, leaks, or spills were not found for the alignment or observed to occur within the alignment. However, there is potential for occurrence of asbestos containing materials and/or lead based paint at the Hirschdale Bridge that is to be rehabilitated and for concentrations of aerially deposited lead adjacent to Hirschdale Road and Interstate 80. An Initial Site Assessment (ISA) was prepared by Blackburn Consulting in February 2014 and an ISA Addendum was prepared and approved (Dokken Engineering 2018) for the project. Additionally, a Phase II Sampling and Analysis Report was completed by Holdrege and Kull in March 2017 (Holdrege and Kull 2017). The information for the following section is partially based on this study.

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

The project would involve the use of heavy equipment for grading, hauling, and materials handling. Use of this equipment may require the use of fuels and other common materials that have hazardous properties (e.g., fuels are flammable). These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a hazard to people, animals, or plants. All refueling of construction vehicles and equipment would occur within the designated staging area for the project. The use of hazardous materials would be temporary, and the project would not include a permanent use, routine transport or disposal of hazardous materials.

According to the updated ISA Addendum (Dokken Engineering 2018), the 2017 Phase II site investigation did not identify naturally occurring asbestos (NOA) or Asbestos Containing Materials (ACM) within the project limits. However, site investigations did find concentrations of aerially deposited lead, but the total lead in soil was not at concentrations that would classify the soil as hazardous waste. Specific soil handling procedures are required pursuant to the Statewide Agreement (DTSC 2016) when ADL is present. Additionally, paint on the guardrails of both bridges was identified as containing lead. With the implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3, and HAZ- 4 project impacts would be less than significant with mitigation incorporated.

Mitigation Measure HAZ-1:

The County will provide the Phase II Sampling and Analysis for the Hirschdale Road Bridges to the contractor. Pursuant to California Code of Regulations (CCR) Title 8, Section 1532.1, the contractor performing the work is required to prepare a lead compliance plan and perform lead awareness training. The project special provisions will address these requirements, as set forth by the Division of Environmental Analysis guidance for special provisions related to earth material containing lead at concentrations that are non-hazardous according to Caltrans special provisions.

Mitigation Measure HAZ-2:

Soil at locations HBTR-SS-7A, HBHO-SS-2A, and HBHO-SS-6A shall be covered with one foot of clean soil or with pavement, or alternately the upper six inches of soil shall be excavated, stockpiled, placed as fill, and covered with at least one foot of clean soil or with pavement. The soil shall not be stockpiled or buried outside of the project construction corridor, and soil excavated from these areas shall be placed above the ordinary high water mark of the Truckee River.

Mitigation Measure HAZ-3:

During all handling of ADL-contaminated soil (including excavation, loading and unloading from vehicles, and all handling related to stockpiling and burial), fugitive dust control measures are required

(using water or other palliatives) pursuant to Caltrans regulations and the regulations of the local air quality management district. If visible dust migration beyond the project limits occurs during any activity associated with ADL-contaminated soil, then the activity should be stopped until remedial actions are taken or other conditions change that enable resumption of the activity without dust migration.

Mitigation Measure HAZ-4:

The contractor will contact the California Division of Occupational Safety and Health (Cal/OSHA) if more than 100 square feet of paint on bridge guardrails will be disturbed, and the contract will address the provisions set forth by the Division of Environmental Analysis guidance for special provisions related to disturbance of existing paint systems on bridges, according to Caltrans special provisions.

With implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3 and HAZ- 4, impacts would be less than significant with mitigation incorporated.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The discussion provided above indicates that hazardous materials such as fuels and oils may be used with equipment during project construction. ACM and LCP may be present in the project bridges. Additionally, ADL may be present in soil adjacent to Hirschdale Road and I-80. Such hazardous materials could create a significant hazard to the public or the environment if released into the environment. Implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3 and HAZ-5 below, would reduce such impacts to less than significant with mitigation incorporated.

Mitigation Measure HAZ-5:

The contractor shall prepare spill and leak prevention procedures prior to the commencement of construction activities. The procedures shall include information on the nature of all hazardous materials that shall be used on-site. The procedures shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No schools are located within one-quarter mile of the project site. No impact would occur.

- 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?*

According to the Environmental Data Report (EDR) the project would not be located on or immediately adjacent to a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project would not create a significant hazard to the public or the environment; therefore, no impacts would occur.

- 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?*

The project site is not within two miles of a public airport. No impacts would occur.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located within the vicinity of a private airstrip. No impacts would occur.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Emergency access in the project vicinity has been designated by the Town of Truckee in coordination with Nevada County through the “Greater Truckee Area Emergency Preparedness and Evacuation Guide.” According to the guide, the nearest designated primary community evacuation route begins at the intersection of Hirschdale Road and Glenshire Drive. Residents of the community of Hirschdale (adjacent to the southern portion of the project site) in the event of an emergency where evacuation is needed would travel north on Hirschdale Road and connect with Glenshire Road. Glenshire Road continues through the community of Glenshire and connects with Donner Pass Road in the Town of Truckee. From this point evacuees can access Interstate 80 (I-80) to leave the area.

Residents of Hirschdale currently have a potential secondary route to leave and enter the community; however, this access is not viable as an emergency route as it is blocked at three separate locations by security gates. Residents would travel east on Hirschdale Road over the Truckee River Bridge and Hirschdale Road Overhead and turn north onto Hinton Road. Hinton Road continues under I-80 and connects with West Hinton Road which then continues until this road connects with Stampede Meadows Road. This secondary route is longer than the designated primary community evacuation route and is mostly comprised of unpaved roads that are more difficult to pass with lower clearance vehicles. Additionally, this route currently traverses the gated Boca Quarry.

Implementation of the project would result in the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead, and slightly improve the use of this secondary route by residents of Hirschdale. This secondary route is not an emergency access/departure route designated by Nevada County. Residents would continue to leave the Hirschdale area in the event of an emergency by accessing Glenshire Road which is designated as the primary community evacuation route for the area. Implementation of the project would not impair or physically interfere with the designated primary community evacuation route; therefore, no impacts would occur.

- 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?*

The project site is within a region identified by the California Department of Forestry to be particularly prone to wildland fire. Additionally, the area is listed as a Very High Fire Hazard Severity Zone by the County (Nevada County 2019a). Although the project is within a high fire risk zone, the project would comply with California State laws regarding construction safety orders and construction fire protection and prevention (California Code of Regulations Subchapter 4. Article 36). Therefore, the project would not create a significant risk of loss, injury or death involving wildland fires, or create any new urbanized areas or residences intermixed with wildland. No impacts would occur.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunamis or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project is located along and adjacent to the Truckee River in rural Nevada County. The project site is within the jurisdiction of the Lahontan Regional Water Quality Control Board.

a) Violate any water quality standards or waste discharge requirements?

The project site is within the jurisdiction of the Lahontan Regional Water Quality Control Board under the direction of the California State Water Resources Control Board. Development of the project would include the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead.

The project will disturb greater than one acre; therefore, a Construction Storm Water General Permit is required, consistent with Construction General Permit Order issued by the State Water Resources Control Board to address storm water runoff. The permit will address clearing, grading, grubbing, and disturbances to the ground, such as stockpiling, or excavation. This permit will also require the County to prepare and implement a SWPPP with the intent of keeping all products of erosion from moving off site into receiving waters. The SWPPP includes BMPs to prevent construction pollutants from entering storm water runoff. The project will also follow permits acquired from the U.S. Army Corps of Engineers (USACE) for Section 401 of the Clean Water Act (CWA) and CDFW Section 1602 Streambed Alteration Agreement. WQ-1 to WQ-7 is required to ensure the project grading will conform to State Water Resources Control Board standards and in doing so will ensure the project impacts will be less than significant with mitigation.

Mitigation Measure WQ-1:

Any requirements for additional avoidance and minimization measures will be contained in the permits obtained from all required regulatory agencies.

Mitigation Measure WQ-2:

The project would require a National Pollutant Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ).

Mitigation Measure WQ-3:

The construction contractor will adhere to the State Water Resources Control Board (SWRCB) NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. All applicable BMPs will be followed to ensure that adequate measures are taken during construction to minimize impacts to water quality.

Mitigation Measure WQ-4:

The construction contractor will adhere to the State Water Quality Certification Permit pursuant to Section 401 of the CWA. This permit regulates discharges of fill and dredged material to all waters of the state, including waters of the U.S. under CWA section 401 and the Porter-Cologne Water Quality Control Act. All applicable measures within the approved permit will be applied to the final project specifications.

Mitigation Measure WQ-5:

The construction contractor will adhere to the California Department of Fish and Wildlife Streambed Alteration Agreement Permit pursuant to Section 1602 of the Fish and Game Code. This permit authorizes any activity that would result in the modification of the bed, bank, or channel of

a stream, river, or lake, including water diversion and damming and removal of vegetation from the floodplain to the landward extent of the riparian zone. All applicable measures within the approved permit will be applied to the final project specifications.

Mitigation Measure WQ-6:

Permanent treatment control BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.

Mitigation Measure WQ-7:

Storm water systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.

- 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)?*

The project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies. Therefore, there would be no impact related to depletion of groundwater supplies or interference with groundwater recharge.

- 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?*

No substantial alterations of the existing drainage patterns on site will occur. Drainage on the site will remain along natural drainage courses, similar to prior construction conditions. The project storm water drainage would be designed consistent with County requirements and Caltrans Project Planning and Design Guide and Storm Water Management Plan and will remain natural; therefore, no impacts would occur.

- 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?*

The project will not alter the course of the Truckee River. Drainage will remain similar to pre-construction conditions. Roadway drainage would be designed consistent with County requirements and Caltrans Project Planning and Design Guide and Storm Water Management Plan and will remain substantially similar to existing conditions. The project is anticipated to have no impact on the rate of surface runoff or flooding as a result of altered drainage patterns.

- 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?*

Construction activities associated with the project would include disturbances to the ground surface from existing bridge and abutment replacement, and grading. Removal of the existing riparian vegetation would increase the potential for slope erosion. These activities could potentially increase the amount of sediments, fuels and lubricating oils entering the Truckee River. Runoff during the winter season is of greater concern due to the potential erosion of unprotected or graded surfaces during rain events. Sediments, fuels, and lubricating oils could potentially harm aquatic resources and water quality.

Suspended material is considered a pollutant of primary concern for construction projects. Exposure of loose soil during excavation, grading, and filling activities during construction and its erosion is the primary source of suspended material. Construction activities inside or near the channel consist of removing the

Truckee River Bridge superstructure, temporary access road, temporary trestle, and pier excavations. Cofferdams will also be used temporarily in the channel for pier excavations and new pier construction. These activities could temporarily increase the sediment load thus increasing the turbidity, and total dissolved solids present in stream water. Since a portion of the construction will take place within the streambed, it is important that the water in the river be protected from increases in the sediment load, turbidity, total dissolved solids, fuels and lubricating oils generated during construction.

Accidental spills of petroleum hydrocarbons (fuels and lubricating oils) and or concrete waste are also a concern during construction activities and would be avoided and minimized through the implementation of BMPs. An accidental release of these wastes could adversely affect groundwater quality, vegetation, and wildlife habitat, but the impact is expected to be acute and not cause a long-term impact.

Implementation of mitigation measures BIO-2, BIO-3 and WQ-1 through WQ-7 would reduce the impacts related to erosion or siltation to less than significant with mitigation incorporated.

f) Otherwise substantially degrade water quality?

The project may have short-term impacts associated with sediment and runoff during grading and construction. Material imported during this process will be kept in piles of staged soil, and/or re-graded and distributed within the project site. As noted above, the project is subject to NPDES regulations since these improvements will exceed one acre. Compliance with existing regulations and implementation of BMPs would reduce potentially significant impacts associated erosion or siltation on- or offsite to levels less than significant. Implementation of mitigation measures BIO-2, BIO-3, and WQ-1 through WQ-7, would reduce the impacts related to erosion or siltation to less than significant with mitigation incorporated.

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?

The project does not include housing and would not place structures within a 100-year flood hazard area. No impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The project is a bridge replacement and rehabilitation project and project activities will not impede flows within the Truckee River; however, the project would change flows within the Truckee River, creating a beneficial flow regime for the Truckee River. The replacement of the Truckee River Bridge would remove the four existing piers within the Truckee River channel and the new replacement bridge would have only 1 pier within the river's live channel. According to the project's updated Location Hydraulic Study (WRECO 2019) the project would result in a localized increase of the Truckee River water surface elevations upstream of the replacement bridge, but not increase the overall floodplain footprint, and would result in an overall lowering of the water surface profile upstream of the bridge and reduced backwater effects. The project has been designed to minimize floodplain impacts and no specific mitigation measures are required; therefore, impacts from placement of structures within a 100-year flood hazard area would be less than significant.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?

The project includes the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead. The project does not include the development of residential or commercial uses that would be occupied with people. The project will comply with Caltrans local assistance guidelines for hydraulic freeboard between the bridge and the 50-year/100-year water surface elevations. Implementation of the

project would not expose people or structures to a significant risk of loss, injury, or death involving flooding from a levee or dam failure. No impacts would occur.

j) Inundation by seiches, tsunamis or mudflow?

No surface water bodies likely to be affected by seiches are located in the vicinity of the project site. Given the distance from the coast and other water bodies the project site would not be affected by tsunamis. As the project area is relatively flat, no impacts from mudflows would be expected. No impacts would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project is located in a rural part of Nevada County approximately 0.05-mile northeast of the Hirschdale community and 6 miles northeast of the Town of Truckee. The project area includes rural residential and open space lands. The Nevada County General Plan policies are applicable to the project area.

a) *Physically divide an established community?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The project site is located in a rural area surrounded by high sierra desert, a rock quarry, and scattered rural residences. The small community of Hirschdale is located adjacent to the western portion of the project site; however, the bridges do not link sections of the existing community, so project construction would not physically divide this community. No impacts would occur.

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?*

The project does not involve a change in land use and the project is planned in accordance with the Nevada County General Plan. The project would not conflict with applicable land use plans, policies, or regulations. No impacts would occur.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project site is not covered by a habitat conservation plan or natural community conservation plan. No impacts would occur.

Potential y Significan t Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Nevada County has been historically mined for gold, quartz, several stone types including granite and marble, and aggregate materials.

- 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?*

The project is located on land that is zoned for residential/agricultural and open space. No loss of availability of mineral resources will occur from project activities within the project area. No impacts to mineral resources that would be of value to the region and residents of the State would occur.

- 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?*

The project is not within a site delineated on local general plan, specific plan, or other land use plan as a Mineral Extraction Combining District (ME); therefore, the project would not result in the loss of availability of locally-important mineral resources recovery. No impacts to sites listed as mineral resources recovery areas would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project site is located in a rural part of Nevada County containing mostly of open space with a few scattered rural residences.

- 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?*

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location.

A decibel (dB) is a unit of measurement which indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments.

Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness. Conversely, a doubling

of a noise source would result in a 3 dBA increase in noise levels from that noise source. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The day night level (L_{dn}) is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dBA added to the A-weighted sound levels occurring between 10 p.m. and 7 a.m. (defined as sleeping hours).

The County of Nevada addresses noise in the Noise Element of the General Plan and in the noise ordinances of the Land Use Code. The Noise Element contains the County's performance standards and land use noise compatibility criteria; the Land Use Code contains the County's operational exterior noise limits standards. As noted in Policy 9.1.f of the Noise Element and Section L-II 4.1.7.D.8 of the Land Use Code, the land use compatibility criteria and the operational noise limits standards do not apply to activities associated with the actual construction of a project. However, implementation of the project could result in substantial temporary increases in noise levels at noise sensitive uses in the project vicinity compared to noise levels without the project.

Construction noise is also regulated by the Caltrans Standard Specifications and by Caltrans Standard Special Provisions. These regulations require that noise levels generated during construction should comply with applicable local, state, and federal regulations.

Construction of the Project would result in a temporary increase in the noise environment. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 70 to 90 dBA L_{max} at a distance of 50 feet.

Table E: Typical Construction Equipment Maximum Noise Levels (L_{max})

Type of Equipment	Range of Maximum Noise Levels (dBA at 50 feet)	Suggested Maximum Noise Levels for Analysis (dBA at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Concrete saw	85 to 93	90
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Hoe Ram	85 to 93	90
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe and Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Bolt, Bernak & Newman, 1987. *Noise Control for Buildings and Manufacturing Plants*.

The closest sensitive receptors are residential land uses located as close as approximately 200 feet from the Truckee River Bridge project limits and approximately 1,000 feet from the Hirschdale Road Overhead project limits. Replacement, rehabilitation, debris removal, and roadway approach improvement activity noise would be short-term and intermittent. Further, implementing the following measures would minimize these temporary noise impacts on any sensitive receptors in the project vicinity:

Mitigation Measure NOISE-1:

- a) The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.
- b) Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler.
- c) Where feasible, the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- d) The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities.
- e) To avoid sleep disturbance of noise sensitive receptors, all noise producing construction activities within 1,000 feet of residential land uses, including warming-up or servicing equipment or trucks and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. Construction will not occur beyond these hours or on Sundays, or official national holidays, unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction. Engineer.
- f) As directed by the County, the Contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work.

With implementation of Mitigation Measure NOISE-1 temporary noise impacts would be less than significant with mitigation incorporated.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

No permanent noise sources exposing persons to excessive ground borne vibration or noise levels would be located within the project site. Therefore, implementation of the project would not permanently expose persons within or around the project site to excessive ground borne vibration or noise.

The analysis for the project assumes normal propagation of vibration through the soil in the project vicinity. The closest noise sensitive land uses are located approximately 200 feet from the project limits. At this distance, groundborne vibration from construction activities associated with implementation of the project, such as the use of hydraulic breakers (or hoe rams), could range up to approximately 0.004 Peak Particle Velocity (PPV) which would be less than the FTA's groundborne vibration damage impact criteria of 0.12 PPV for the buildings considered extremely susceptible to vibration damage. Furthermore, these vibration levels would not result in interior vibration levels at the nearest residential structures that would cause

disturbance to persons of normal sensitivity. Therefore, project-related groundborne vibration impacts would be less than significant.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The project will not result in permanent increase in noise. The project would replace and rehabilitate existing structurally deficient bridges. Therefore, no substantial long-term increase in ambient noise levels is expected as a result of project implementation. No impact would occur.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Project-related construction activities could result in substantial temporary or periodic increases in ambient noise levels. As shown in the impact discussion of Section I.a) above, these noise levels could range up to 93 dBA L_{max} at a distance of 50 feet from an active project area. With implementation of Mitigation Measure NOISE-1 identified above, temporary noise impacts would be less than significant; therefore, the project impacts would be less than significant with mitigation incorporated.

- 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?*

The project is not located within two miles of a public airport or within the vicinity of a private airstrip. No impact would occur.

- 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?*

Refer to XII.e. No impact would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project site is located in a rural portion of Nevada County containing mostly forest lands with a few scattered rural residences.

- 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)?*

The project would improve traffic safety for vehicles due to replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead, which are both functionally deficient. No new homes or developments are part of the project. The project would not induce population growth in the area. The project site is located within land designated as Open Space (OS), Interim Development Reserve (IDR), and Residential Agricultural (RA). The project would continue to provide road access to a previously accessible portion of the County and would not result in expansion of the roadway network that may result in an increase in population and/or housing. Therefore, the project would have no impact on population and housing.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

See XIII.a. No impact would occur.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

See XIII.a. No impact would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Environmental Setting

General public safety and law enforcement services for the project area are provided by the County Sheriff. The County Fire District provides fire protection services and emergency services to the project area.

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The project would not increase demand for public services, nor degrade the quality of existing public services. There are no recreational areas or public facilities located within the project vicinity that would be impacted by the project. No impacts would occur.

Potential y Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION

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|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Will the project conflict with established recreation uses of the area, including biking equestrian and/or hiking trail? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

The project site is located in a rural part of Nevada County containing mostly open space with a few scattered rural residences. There are no developed neighborhood or regional parks or other recreational facilities within or adjacent to the project area.

The project is located in the vicinity of the Truckee River. This segment of the Truckee River offers opportunities for recreation including fishing, swimming, and rafting for locals, but no designated recreational facilities are located within the project area. Currently, the local population accesses the western banks of the Truckee River by crossing privately owned land east of Hirschdale Road and accesses the eastern banks of the Truckee River by crossing the Truckee River Bridge and crossing privately owned land. The only public access to the Truckee River in the vicinity of the project is the 80-foot wide (approximately) County-owned ROW where Hirschdale Road crosses over the Truckee River (the eastern and western bank immediately under the existing Truckee River Bridge). Other than the area immediately under the Truckee River Bridge all other Truckee River access in the project vicinity is through privately owned parcels.

- 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?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The project would not increase the use of any designated recreational facility. No impacts would occur.

- 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?*

The project does not include recreational facilities or require the construction of recreational facilities; therefore, no impacts to recreational facilities or construction or expansion of recreational facilities will occur.

- c) *Will the project conflict with established recreation uses of the area, including biking equestrian and/or hiking trail?*

During construction, access to vehicular, pedestrian, and bicyclist traffic along Hirschdale Road over the Truckee River, will remain open to recreation enthusiasts through the use of the project temporary trestle. Access to and from the eastern and western banks of the Truckee River will continue through construction. Only temporary closures for construction activities may take place for short durations. The project will require some restrictions of pedestrian or recreational access for safety purposes directly under and within the surrounding construction areas of the Truckee River Bridge during construction activities, but these restrictions will only be temporary. There are a number of rafting companies within the area that use the Truckee River for recreational uses. During construction, certain activities would require restriction of the Truckee River channel to uncontrolled rafting access, specifically for safety reasons. Avoidance and minimization measure REC-1 would reduce this impact to less than significant. Therefore, potential impacts to recreational uses due to project implementation would be less than significant with mitigation incorporated.

Mitigation Measure REC-1:

Prior to construction, the County and/or Contractor will notify the recreational companies within the area that use the Truckee River for rafting or recreational operations. The Contractor will develop a plan for construction that accommodates river access for rafting and boating when possible and that provides early upstream notification regarding planned closures.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC

Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) 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"/> |

Environmental Setting

The project includes replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead. Traffic in the area is mainly from residents, and some recreational users. Average daily traffic at the Truckee River Bridge and Hirschdale Road Overhead are less than 70 trips per day.

- 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?*

The project would not conflict with any applicable plans or policies establishing measures of effectiveness for the performance of the circulation system. During project construction, pedestrian, bicyclist, and vehicle traffic would be provided access over the temporary trestle bridge to access the east side of the Truckee River. With implementation of the temporary trestle project component, no conflicts with the circulation

system are anticipated; therefore, no impacts to applicable plans, ordinances or policies relating to transportation would occur.

- 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?*

The project would not modify the existing circulation pattern. Nevada County staff surveyed traffic on Hirschdale Road at the bridges and determined average daily traffic is 66 trips per day, with an estimated 7 peak hour trips. Based on a recent traffic analysis conducted for the intersections of Stampede Meadows Road and West Hinton Road¹, level of service (LOS) in the project vicinity, even with any additional of cumulative traffic generated by the quarry, would operate at an acceptable LOS B. Assuming all of these 7 peak hour trips would continue use over the temporary trestle, LOS and roadway capacity would not be impacted by project implementation. No increase in traffic would impact existing traffic operations, including traffic contributed by recreationalists, bicyclists, anglers, campers, and boaters. The project would not result in an increase in LOS or exceed the standards established by Nevada County. To further remain consistent with the traffic operations, Mitigation Measure TRAF-1 would be implemented; therefore, project impacts would be less than significant related to service standards and travel demand.

Mitigation Measure TRAF-1

To minimize temporary impacts to residents during construction, with the exception of activities necessary to replace the Truckee River Bridge on Hirschdale Road and rehabilitate the Hirschdale Road Overhead, construction staging areas and construction traffic shall avoid the community of Hirschdale to the extent possible by establishing primary staging areas and using temporary trestle as primary access to and from the project site during construction.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The project does not have design features that are tall enough to impact air traffic patterns in the area. Therefore, project implementation would have no impact on air traffic patterns.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

During construction, Hirschdale road between the Truckee River Bridge and Hirschdale Road Overhead will remain open, with durations of temporary closures of short periods for construction needs. Per construction BMPs required by Caltrans and Nevada County, road signs (or barriers if needed) would be placed at the western and eastern approach to the Truckee River Bridge to direct motorists across the temporary trestle over the Truckee River. The roadway improvements would not include sharp curves, dangerous intersections, or incompatible uses. No impacts would occur.

- e) *Result in inadequate emergency access?*

Emergency access in the project vicinity has been designated by the Town of Truckee in coordination with Nevada County through the “Greater Truckee Area Emergency Preparedness and Evacuation Guide.” According to the guide, the nearest designated primary community evacuation route begins at the

intersection of Hirschdale Road and Glenshire Drive. Residents of the community of Hirschdale (adjacent to the southern portion of the project site) in the event of an emergency where evacuation is needed would travel north on Hirschdale Road and connect with Glenshire Road. Glenshire Road continues through the community of Glenshire and connects with Donner Pass Road in the Town of Truckee. From this point evacuees can access Interstate 80 (I-80) to leave the area.

Residents of Hirschdale currently have a potential secondary route to leave and enter the community; however, this access is not viable as an emergency route as it is blocked at three separate locations by security gates. The route consists of traveling east on Hirschdale Road over the Truckee River Bridge and Hirschdale Road Overhead and turning north onto Hinton Road. Hinton Road continues under I-80 and connects with West Hinton Road which then continues until this road connects with Stampede Meadows Road. This secondary route is longer than the designated primary community evacuation route and is mostly comprised of unpaved roads that are more difficult to pass with lower clearance vehicles. Additionally, this route currently traverses the Boca Quarry.

Implementation of the project would result in the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead, and slightly improve the use of this secondary route by residents of Hirschdale. This secondary route is not an emergency access/departure route designated by Nevada County. Residents would continue to leave the Hirschdale area in the event of an emergency by accessing Glenshire Road which is designated as the primary community evacuation route for the area. Additionally, emergency access across the Truckee River Bridge will be maintained through use of temporary trestle bridge. Implementation of the project would not impair or physically interfere with the designated primary community evacuation route; therefore, no impacts would occur.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project would not conflict with policies supporting alternative transportation. The project is located in rural Nevada County and alternative forms of transportation are not readily available in this area. Pedestrians and bicyclists will continue to share the roadway after the project has occurred, and the bridge will be equipped with pedestrian/bicyclist safety railings on either side of the bridge on top of the bridge traffic barriers. No impact would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. TRIBAL CULTURAL RESOURCES

A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The cultural resources report research did not identify any tribal cultural resources (TCRs) within the APE.

- i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

TCR identification efforts consisted of pedestrian surveys, background research, a search of site records and survey reports on file at the NCIC, a search of the Sacred Lands File at the NAHC, and coordination with Native American Tribal Governments. As a result of these efforts, no TCRs were identified within the project area. Although no TCRs were identified which would be impacted by the project, there is always a possibility that unanticipated discoveries may occur during project construction. By incorporating Mitigation Measures CULT-1, CULT-2, and CULT-3 discussed in Section III Cultural Resources and Mitigation Measure TCR-1 discussed below, impacts to TCRs would be reduced to less than significant, should they be encountered during construction.

- ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

On June 25, 2012, LSA Associates, Inc. (LSA) sent a letter describing the project with maps depicting the APE to the Native American Heritage Commission (NAHC) in Sacramento asking the Commission to

review their Sacred Lands File for any Native American cultural resources that might be affected by the project. Also requested were the names of Native Americans who might have information or concerns about the project. Katy Sanchez, NAHC Program Analyst, in a fax dated July 11, 2011, informed LSA that a records search of the Sacred Lands File did not “indicate the presence of Native American cultural resources in the immediate project area.” Ms. Sanchez also provided a list of Native American contacts.

Due to the project’s change in scope and size, an additional request was sent to the NAHC on December 22, 2016 requesting a new search of the Sacred Lands File and a new contact list of Tribal Governments with whom to consult on the project. On December 22, 2016, Frank Lienert, Associate Governmental Program Analyst of the NAHC, replied via digital fax that a search of the Sacred Lands File was completed for the APE with negative results. A list was also provided which indicated that the Tsi-Akim Maidu, the United Auburn Indian Community of the Auburn Rancheria (UAIC), and the Washoe Tribe of Nevada and California should be contacted regarding additional information about the project area. Project notification letters were sent to these three tribes on January 4, 2017 and February 28, 2017. None of the three tribes identified any TCRs within the project area. Further, as detailed in the response to Question a(i) above, additional TCR identification efforts consisted of pedestrian surveys, background research, and a search of site records and survey reports on file at the NCIC. No TCRs were identified as a result of these additional identification efforts.

Although no TCRs were identified which would be impacted by the project, there is always a possibility that unanticipated discoveries may occur during project construction. By incorporating Mitigation Measures CULT-1, CULT-2, and CULT-3 discussed in Section III Cultural Resources and Mitigation Measure TCR-1 discussed below, impacts to TCRs would be reduced to less than significant, should they be encountered during construction. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measure TCR-1:

In the event that Tribal Cultural Resources (TCRs) are inadvertently discovered during the course of constructing this project, work shall be halted in that area. The County of Nevada shall immediately contact a qualified archaeologist and the Washoe Tribe of Nevada and California to assess the significance of the discovery. Should it be determined that the Native American cultural resource is an eligible TCRs, the County shall determine appropriate mitigation in consultation with the Washoe Tribe of Nevada and California. Construction activities shall not resume until mitigation measures have been completed. Further, the County shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to TCRs.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, State, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Public utilities for the few residences adjacent to the project area are provided by Truckee Sanitary District – Eastern Nevada County (wastewater) and Tahoe Truckee Sierra Disposal (solid waste).

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The project does not include features that would generate wastewater. Therefore, project implementation would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. No impacts would occur.

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?

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The project will not require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities. No impacts would occur.

- 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?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. No new storm water drainage facilities or expansion of existing facilities will occur. No impacts would occur.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Construction of the project would use a nominal amount of water (e.g., for dust control). This water would be brought on site and stored in water trucks for the duration of project construction. No impacts would occur.

- 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?*

The project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. As a non-capacity increasing transportation project, the project would not increase demand for wastewater treatment processes. No impacts would occur.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Within the Truckee Tahoe area of eastern Nevada County, the town of Truckee holds a franchise agreement with the Tahoe Truckee Sierra Disposal (TTSD). TTSD operates the Eastern Regional Landfill Materials Recovery Facility (MRF) and Transfer Facility, where construction waste is sorted and processed. The MRF is located between Truckee and Squaw Valley on State Highway 89 at 900 Cabin Creek Road. The MRF provides sorting of construction materials for recycling and an average 35% diversion is achieved on the construction material sort line.

During project development, construction solid waste would be generated due to replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead. All construction generated solid waste associated with the project would be hauled off-site to the TTSD MRF. The MRF does not have an intake capacity limit per day for construction debris, and no issues are anticipated for the expected volume of concrete and asphalt debris. The TTSD MRF would have enough capacity to intake the debris generated during the project construction. Solid waste would not be generated during operation of the project. Construction of the project would generate a nominal amount of construction related waste that would be accepted at the nearest landfill. Impacts would be less than significant.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

The California Integrated Waste Management Act of 1989 (AB 939) required that all City and County jurisdictions in the state prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan that identifies how each jurisdiction would meet the mandatory state waste diversion goals of 25 percent by year 1995 and 50 percent by year 2000. The purpose of AB 939 was to reduce, recycle, and reuse solid waste generated in California to the maximum extent feasible. In 2002, SB 1374 (Construction and Rehabilitation Waste Materials Diversion Requirements) added Public Resource Code Section 42912 requiring jurisdictions to include in their annual AB 939 report a summary of the progress

made in diverting construction and rehabilitation debris. In 2006, the unincorporated portions of Nevada County had a solid waste diversion rate of 50 percent.¹

Solid waste debris generated during project construction would be collected and hauled to the TTSD MRF. Any debris that could be recycled, would be, and thus would help Nevada County maintain a solid waste diversion rating above 50 percent. All non-recyclable material generated during construction would then be hauled to an out-of-county landfill for disposal. The project would comply with statutes related to solid waste disposal and recycling. Therefore, no impact would occur.

¹ CalRecycle, Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report, <http://www.calrecycle.ca.gov/lgcentral/Reports/jurisdiction/diversiondisposal.aspx>. Accessed April 22, 2014.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- a) *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?*

Development of the project would comply with all local, state, and federal laws governing general welfare and environmental protection. The project will not substantially reduce habitat for fish or wildlife, cause wildlife populations to decrease, threaten plant and animal communities, restrict plant and animals range, or eliminate important examples of California's history or prehistory. During construction, the project has the potential for significant impacts to biological and cultural resources. Potential significant impacts to biological and cultural resources would be mitigated to levels that are less than significant with mitigation incorporated by implementing Mitigation Measures BIO-1 through BIO-5, CULT-1 through CULT-4, TCR-1, and WQ-1 through WQ-5.

- 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.)*

Review was conducted to determine if past or future projects have been or would be implemented in the project area thus potentially resulting in cumulative impacts to resources. The nearest related project to the project site is the Boca Quarry Project that has been approved. The potential impacts of the project are individually limited and are not cumulatively considerable. No impacts are anticipated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project would comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation would not substantially degrade the quality of the existing environment, since the project is a replacement of an existing structure and would not result in any significant adverse and un-mitigatable impacts that could cause adverse effects to humans. Therefore, project impacts on human beings would be less than significant, and no additional mitigation is required.

3.0 REPORT PREPARERS

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4.0 MITIGATION MONITORING AND REPORTING PROGRAM

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**MITIGATION MONITORING AND REPORTING PROGRAM:
HIRSCHDALE ROAD BRIDGES PROJECT**

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>AIR QUALITY</p> <p>AIR-1: To help assure compliance by project contractors, conditions shall be included in the General Notes and/or the Grading Plan for the project, under a descriptive heading such as “Dust Control”.</p> <ul style="list-style-type: none"> a. The County and contractor shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction. b. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage. c. All unpaved areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions. d. All on-site vehicle traffic shall be limited to a speed of 15 miles per hour (mph) on unpaved roads. e. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph. f. All inactive portions of the project site shall be covered, seeded with a sterile or native seed mix, or watered until a suitable cover is established. Alternatively, the County may apply County-approved non-toxic soil stabilizers (according to manufacturer’s specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. g. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle. 	During construction	County and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
h. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive or visibly raised accumulations of dirt and/or mud which may have resulted from activities at the project site.				
<p>AQ-2: To minimize air quality impacts from clearing activities and construction traffic emissions during all construction phases of the project, the following mitigation measures shall be included on all improvement plans and implemented throughout construction activities:</p> <ul style="list-style-type: none"> a. Open burning of vegetative material shall be prohibited. Suitable alternatives include chipping, mulching, or conversion to biomass fuel. b. Temporary traffic control shall be provided during all phases of construction to improve traffic flow, as deemed appropriate by the County to improve traffic flow. c. The construction contractor shall direct any generator or compressor exhaust in a direction away from residences and residential outdoor use areas. d. The construction contractor shall meet the Northern Sierra Air Quality Management District and California Air Resources Board requirements for reduction of construction-related emissions by ensuring that the following is done either prior to or during construction of the project: <ul style="list-style-type: none"> i. The construction contractor shall properly and routinely maintain all construction equipment, as recommended by the manufacturers' manuals, to control exhaust emissions; ii. The construction contractor shall ensure that construction equipment is shut down when not in use for extended periods of time to reduce emissions associated with construction equipment idling; and, iii. The construction contractor shall limit the hours of operation of heavy duty equipment and/or the amount of equipment in use simultaneously. 	During construction	County and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>BIOLOGICAL RESOURCES</p> <p>BIO-1:</p> <p>a. All montane riparian habitat and other vegetation that is to be removed within the work area should be removed during the non-nesting season, between September 16 and February 28.</p> <p>b. If vegetation removal is to take place during the nesting season (March 1st –September 15th), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist will be removed by the contractor.</p> <p>A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.</p> <p>c. If construction on the existing bridge is planned to occur during the swallow nesting season, measures will be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests must be removed from the existing bridge structure prior to the nesting season (February 15th – September 15th). During the nesting season, the bridge structure must be maintained through the active removal of partially constructed nests, or through the use of exclusionary devices. Swallows can complete nest construction in approximately 3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged and the nest is no longer being used.</p>	Prior to and During Construction	County and Contractor		

<p>BIO-2:</p> <ul style="list-style-type: none"> a. Work in the live channel of the Truckee River will be limited to the period of June 15 through October 15. If any work within the live channel of the Truckee River is not completed by October 15, a written approval/extension must be obtained from the Service to allow work past October 15. Revegetation activities are excluded from this requirement with the stipulation that no heavy equipment be used in the channel. b. Prior to the replacement of the Truckee River Bridge, a Service-approved biologist will instruct all construction personnel and monitoring biologists of the terms and conditions being implemented to protect Lahontan cutthroat trout during construction. The biological monitor will have the full authority to halt work as necessary for the purpose of minimizing the potential for adverse effects to Lahontan cutthroat trout. c. The name and credentials of a biologist qualified to act as a biologist/construction monitor shall be submitted to the Service for approval at least 15 days prior to the commencement of work. d. During demolition of the existing Truckee River Bridge, a temporary protective structure (e.g. tarp or equivalent) will be used during saw-cutting or chipping operations, while the superstructure is being prepared for removal in sections, to catch dust, slurry or chunks of concrete before it enters the Truckee River. e. Environmentally Sensitive Areas (ESA's) will be designated at the edge of work adjacent to the Truckee River to prevent encroachment into the live channel and adjacent wetland and riparian areas (excluding activities associated with the construction of the temporary approach roadway beyond each end of the temporary bridge and pier excavation activities). ESA limits will be marked using orange snow fencing or equivalent, and will remain in place and maintained in good condition until construction is complete. f. No construction material or debris will be allowed to enter surface waters or their channels. Best Management Practices for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediment enters surface waters. g. Following construction, all graded or otherwise bare slopes will be revegetated with native seed mix. h. All work will be conducted during daylight hours. 	<p>Prior to and During Construction</p>	<p>County and Contractor</p>		
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Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>BIO-3:</p> <ul style="list-style-type: none"> d. BMPs will be incorporated into project design and project management to minimize impacts on the environment including the release of pollutants (oils, fuels, etc.): <ul style="list-style-type: none"> i. The area of construction and disturbance shall be limited to as small an area as feasible to reduce erosion and sedimentation. ii. Measures shall be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams. iii. Existing vegetation shall be protected where feasible to reduce erosion and sedimentation. Vegetation shall be preserved by installing temporary fencing, or other protection devices, around areas to be protected. iv. Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. v. Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities. vi. All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution. vii. All vehicle and equipment maintenance procedures shall be conducted off-site. In the event of an emergency, maintenance would occur away from the Truckee River. viii. All concrete curing activities shall be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly. ix. All construction materials, vehicles, stockpiles, and staging areas shall be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible. x. Energy dissipaters and erosion control pads shall be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented. 	Prior to and During Construction	County and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<ul style="list-style-type: none"> xi. All erosion control measures and storm water control measures shall be properly maintained until the site has returned to a pre-construction state. xii. All disturbed areas shall be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species. xiii. Following seeding, jute netting or erosion control blankets shall be placed and secured over the slopes steeper than 2:1, horizontal:vertical (H:V). xiv. All construction materials shall be hauled off-site after completion of construction. e. Measures consistent with the current Caltrans' Construction Best Management Practices Manual (including the SWPPP and WPCP Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPPM_303_Final.pdf]) shall be implemented to minimize erosion, siltation, and other water quality impacts during construction. f. Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any regulatory permits that are required from the Army Corps of Engineers, Regional Water Quality Control Board, and /or CDFW. 				
BIO-4: Impacts on any wetland permanently or temporarily affected by the project shall be offset through the dedication of mitigation credit(s) within a U.S. Army Corps of Engineers-approved mitigation bank or through the payment of in-lieu fees to an approved conservation bank. No net loss of wetlands shall occur.	During and Post Construction	County		
BIO-5: <ul style="list-style-type: none"> a. Bridge construction activities of the bridge shall occur only after any bats roosting in the vertical cavities have been humanely evicted (Truckee River Bridge and Hinton Overhead). i. To avoid impacts to non-volant pups or torpid adult bats, eviction shall occur between March 1 – April 15 (assuming no rain or snow), and August 31 – October 15. 	Prior, During, and Post Construction	County And Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>ii. A qualified bat biologist possessing a Memorandum of Understanding with the California Department of Fish and Wildlife and experienced with humane bat eviction and exclusion shall survey the Truckee River and Hirschdale Road Overhead bridges for potential roosting habitat prior to exclusion procedures. Any potential roosting sites not exhibiting signs of inhabitation will then be sealed with suitable material (expanding foam, backer rod, mesh, etc.) to prevent their use by bats when exclusion procedures occur.</p> <p>The qualified bat biologist will then, either supervise the installation of, or install one-way exits at the roost cavity openings within the Hirschdale Road Overhead. These will be installed at least 14 days prior to bridge construction activities and shall remain in place 10-14 days, followed by a survey to determine effectiveness. If all bats have been safely evicted, the crevices will be sealed with suitable materials sufficient to remain until bridge construction activities is complete.</p> <p>iii. Bridge construction activities may begin any time after bats have been successfully humanely evicted; however, if bridge construction activities will not occur until after 180 days after eviction, a biologist shall conduct an inspection of the blockage materials to ensure they have remained effective. If materials have not remained in the roost crevices, surveys and/or eviction may need to be repeated as determined by the biologist.</p> <p>b. Until all day-roosting bats have been excluded, bird exclusion netting will not be installed on or in proximity to the bridge structures. All bird exclusion netting must be maintained in good working order to prevent the entrapment of bats.</p>				

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
CULTURAL RESOURCES				
CULT-1: The Environmentally Sensitive Area (ESA) / Secretary of the Interior's Standards for the Treatment of Historic Places (SOIS) Action Plan (Appendix E) shall be implemented prior to project ground disturbing activity and shall continue throughout the entirety of the project until completion. This plan establishes protocol for designation of an ESA with exclusionary fencing and soil stabilization along the existing dirt access roads, to protect the Clinton Townsite from project impacts. It also includes appropriate pre-construction, during construction, and post-construction protocol for ESA fencing establishment, maintenance, monitoring, and removal as well as detail of the appropriate action steps needed in case of ESA breaching.	Prior to and During Construction	County and Contractor		
CULT-2: If deposits of prehistoric or historical archaeological materials are encountered during project activities, then all work within 200 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. The County should also be notified. Project personnel/construction workers should not collect or move any archaeological materials or human remains and associated materials. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources eligibility. If the deposit is not eligible, a determination shall be made as to whether it qualifies as a "unique archaeological resource" under CEQA. If the deposit is neither a historical nor a unique archaeological resource, avoidance is not necessary. If the deposit is eligible to the California Register, or is a unique archaeological resource, it shall need to be avoided by adverse effects or such effects must be mitigated. Mitigation may consist of, but is not necessarily limited to, recording the resource; recovery and analysis of archaeological deposits; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.	During Construction	County and Contractor		
CULT-3: If paleontological resources are discovered during project activities, all work within 200 feet of the discovery shall be redirected and a qualified paleontologist contacted to assess the finds, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel/construction workers shall	During Construction	County and		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
not collect or move any paleontological resources. If the paleontological resources cannot be avoided, they shall be assessed to determine their paleontological significance. If the paleontological resources are not significant, avoidance is not necessary. If the paleontological resources are significant, adverse effects shall be mitigated through data recovery by the qualified paleontological consultant. Upon completion of the assessment, the paleontologist shall prepare a report documenting the methods and results, and provide recommendations for the potential for additional finds.		Contractor		
<p>CULT-4: If human remains are encountered during project activities, the project shall comply with the requirements of HSC §7050. There shall be no further excavation or disturbance of the site or within 200 feet of the area reasonably suspected to overlie adjacent remains until the coroner of Nevada County has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated artifacts.</p> <p>Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Nevada County Department of Public Works.</p>	During Construction	County and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
HAZARDS AND HAZARDOUS WASTE				
HAZ-1: The County will provide the Phase II Sampling and Analysis for the Hirschdale Road Bridges to the contractor. Pursuant to California Code of Regulations (CCR) Title 8, Section 1532.1, the contractor performing the work is required to prepare a lead compliance plan and perform lead awareness training. The project special provisions will address these requirements, as set forth by the Division of Environmental Analysis guidance for special provisions related to earth material containing lead at concentrations that are non-hazardous according to Caltrans special provisions.	Prior to Construction	Contractor		
HAZ-2: Soil at locations HBTR-SS-7A, HBHO-SS-2A, and HBHO-SS-6A shall be covered with one foot of clean soil or with pavement, or alternately the upper six inches of soil shall be excavated, stockpiled, placed as fill, and covered with at least one foot of clean soil or with pavement. The soil shall not be stockpiled or buried outside of the project construction corridor, and soil excavated from these areas shall be placed above the ordinary high water mark of the Truckee River.	During Construction	Contractor		
HAZ-3: During all handling of ADL-contaminated soil (including excavation, loading and unloading from vehicles, and all handling related to stockpiling and burial), fugitive dust control measures are required (using water or other palliatives) pursuant to Caltrans regulations and the regulations of the local air quality management district. If visible dust migration beyond the project limits occurs during any activity associated with ADL-contaminated soil, then the activity should be stopped until remedial actions are taken or other conditions change that enable resumption of the activity without dust migration.	During Construction	Contractor		
HAZ-4: The contractor will contact the California Division of Occupational Safety and Health (Cal/OSHA) if more than 100 square feet of paint on bridge guardrails will be disturbed, and the contract will address the provisions set forth by the Division of Environmental Analysis guidance for special provisions related to disturbance of existing paint systems on bridges, according to Caltrans special provisions.	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
HAZ-5: The contractor shall prepare spill and leak prevention procedures prior to the commencement of construction activities. The procedures shall include information on the nature of all hazardous materials that shall be used on-site. The procedures shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided.	Prior to Construction	Contractor		
HYDROLOGY AND WATER QUALITY				
WQ-1: Any requirements for additional avoidance and minimization measures will be contained in the permits obtained from all required regulatory agencies.	Prior to Construction	County		
WQ-2: The project requires a National Pollutant Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ).	Prior to Construction	County		
WQ-3: The construction contractor will adhere to the State Water Resources Control Board (SWRCB) NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. All applicable BMPs will be followed to ensure that adequate measures are taken during construction to minimize impacts to water quality.	During Construction	Contractor		
WQ-4: The construction contractor will adhere to the State Water Quality Certification Permit pursuant to Section 401 of the CWA. This permit regulates discharges of fill and dredged material to all waters of the state, including waters of the U.S. under CWA section 401 and the Porter-Cologne Water Quality Control Act. All applicable measures within the approved permit will be applied to the final project specifications.	During Construction	Contractor		
WQ-5: The construction contractor will adhere to the California Department of Fish and Wildlife Streambed Alteration Agreement Permit pursuant to Section 1602 of the Fish and Game Code. This permit authorizes any activity that would result in the modification of the bed, bank, or channel of a stream, river, or lake, including water diversion and damming and removal of vegetation from the floodplain to the landward extent of the riparian zone. All applicable measures within the approved permit will be applied to the final project specifications.	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
WQ-6: Permanent treatment control BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.	Prior to and During Construction	County And Contractor		
WQ-7: Storm water systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.	Prior to and During Construction	County and Contractor		
NOISE NOI-1: <ol style="list-style-type: none"> The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler. Where feasible, the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors within the community of Hirschdale near the project site. The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project rehabilitation and construction activities. To avoid sleep disturbance of noise sensitive receptors, all noise producing construction activities within 1,000 feet of residential land uses, including warming-up or servicing equipment or trucks and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. Construction will not occur beyond these hours or on 	During Construction	Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>Sundays, or official national holidays, unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.</p> <p>f. As directed by the County, the Contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work.</p>				
<p>RECREATION</p> <p>REC-1: Prior to construction, the County and/or Contractor will notify the recreational companies within the area that use the Truckee River for rafting or recreational operations. The Contractor will develop a plan for construction that accommodates river access for rafting and boating and that provides early upstream notification regarding planned closures.</p>	Prior to Construction	County and Contractor		
<p>TRANSPORTATION/TRAFFIC</p> <p>TRAF-1: To minimize temporary impacts to residents during construction, with the exception of activities necessary to replace the Truckee River Bridge and rehabilitate the Hirschdale Road Overhead, construction staging areas and construction traffic shall avoid the community of Hirschdale to the extent possible by establishing primary staging areas east of the Truckee River Bridge.</p>	Prior to and During Construction	County and Contractor		

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
TRIBAL CULTURAL RESOURCES TCR-1: In the event that Tribal Cultural Resources (TCRs) are inadvertently discovered during the course of constructing this project, work shall be halted in that area. The County of Nevada shall immediately contact a qualified archaeologist and the Washoe Tribe of Nevada and California to assess the significance of the discovery. Should it be determined that the Native American cultural resource is an eligible TCRs, the County shall determine appropriate mitigation in consultation with the Washoe Tribe of Nevada and California. Construction activities shall not resume until mitigation measures have been completed. Further, the County shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to TCRs.	During Construction	County and Contractor		

APPENDIX A - REFERENCES

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APPENDIX B - LIST OF ABBREVIATIONS

AB 52	Assembly Bill 52
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos Containing Material
ADL	Aerially Deposited Lead
APE	Area of Potential Effects
ASR	Archeological Survey Report
BA	Biological Assessment
BFM	Bonded Fiber Matrix
BMPs	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CCR	California Code of Regulations
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
CH ₄	Methane
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	Carbon dioxide
CRHR	California Register of Historic Resources
CSST	Certified Site Surveillance Technician
CWA	Clean Water Act
dB	decibel
dBA	Weighted decibel
DSA	Disturbed Soil Area
DTSC	Department of Toxic Substance Control
EDR	Environmental Data Report
EIR	Environmental Impact Report
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
GHG	Greenhouse Gases
HFCs	Hydrofluorocarbons
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
LCP	Lead Containing Paint
LCT	Lahontan Cutthroat Trout
L _{dn}	Day Night Level
LSA	LSA Associates, Inc.
MLD	Most Likely Descendent

MMT	Million Metric Tons
MND	Mitigated Negative Declaration
mph	Mile per hour
MRF	Eastern Regional Landfill Materials Recovery Facility
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NES	Natural Environmental Study
NHPA	National Historic Preservation Act
N ₂ O	Nitrous oxide
NO ₂	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NSAQMD	Northern Sierra Air Quality Management District
PM (2.5 and 10)	Particulate matter
ROW	Right-of-way
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TTSD	Tahoe Truckee Sierra Disposal
UAIC	United Auburn Indian Community of Auburn Rancheria
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

APPENDIX C - FTIP AND RTP PAGES

2014/15-2019/20 Highway Bridge Program

This report includes projects that may be programmed under the Local Bridge lump sum grouping in the FSTIP. This list identifies projects that are in the Non-MPO regions of the State.

District: 03 County: Nevada

Responsible Agency HBP-ID Project Description

Nevada County 4095 BRIDGE NO 17C0046 Hirschdale Rd over UPRR. Rehabilitate and seismic retrofit the existing bridge. No added capacity. 4/25/2013 Revised 9/25/15: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	Project #:
PE	233,185		267,740						500,925	5917(076)
R/W							50,000		50,000	5917(097)
CON								1,500,000	1,500,000	
Total	233,185		267,740				50,000	1,500,000	2,050,925	
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	233,185		267,740				50,000	1,500,000	2,050,925	
Local Match										
LSSRP Bond										
Local AC										
Total	233,185		267,740				50,000	1,500,000	2,050,925	
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	233,185		267,740						500,925	
Local Match										
LSSRP Bond										
Local AC										
Total	233,185		267,740						500,925	
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$							50,000		50,000	
Local Match										
LSSRP Bond										
Local AC										
Total							50,000		50,000	
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$								1,500,000	1,500,000	
Local Match										
LSSRP Bond										
Local AC										
Total								1,500,000	1,500,000	

2014/15-2019/20 Highway Bridge Program

This report includes projects that may be programmed under the Local Bridge lump sum grouping in the FSTIP. This list identifies projects that are in the Non-MPO regions of the State.

District: 03 County: Nevada

Responsible Agency HBP-ID Project Description

Nevada County 4303 BRIDGE NO. 17C0045, HIRSCHDALE RD, OVER TRUCKEE RIVER, AT HINTON. Replace Bridge. Replace existing one lane bridge with one lane bridge. 10/9/2015: Toll Credits programmed for PE & CON. 9/2/2016: Toll credits used for R/W.

Change!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			538,800						538,800
R/W							50,000		50,000
CON								2,413,800	2,413,800
Total			538,800				50,000	2,413,800	3,002,600

Project #:
5917(092)

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			538,800				50,000	2,413,800	3,002,600
Local Match									
LSSRP Bond									
Local AC									
Total			538,800				50,000	2,413,800	3,002,600

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			538,800						538,800
Local Match									
LSSRP Bond									
Local AC									
Total			538,800						538,800

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							50,000		50,000
Local Match									
LSSRP Bond									
Local AC									
Total							50,000		50,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,413,800	2,413,800
Local Match									
LSSRP Bond									
Local AC									
Total								2,413,800	2,413,800

APPENDIX D - DISTRIBUTION LIST

A copy of the Notice of Availability has been distributed to all residents and home owners within 500 feet of the project area, and the following agencies, organizations, interested groups, and businesses.

NEVADA COUNTY DEPARTMENT OF PUBLIC WORKS 950 MAIDU AVENUE NEVADA CITY, CA 95959-8600	U.S. ARMY CORPS OF ENGINEERS – SACRAMENTO DISTRICT 1325 J STREET, RM 1350 SACRAMENTO, CA 95814
CALIFORNIA STATE OF C/O DEPT FISH & GAME 1416 NINTH ST SACRAMENTO, CA 95814	U.S. FISH AND WILDLIFE SERVICE 650 CAPITOL MALL, 8 TH FLOOR SACRAMENTO, CA 95814
STATE CLEARINGHOUSE OFFICE OF PLANNING AND RESEARCH 1400 TENTH STREET P.O.BOX 3044 SACRAMENTO, CA 95812-3044	LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD SOUTH LAKE TAHOE OFFICE 2501 LAKE TAHOE BLVD SO. LAKE TAHOE, CA 96150
KEVIN YODER UNION PACIFIC RAILROAD 9451 ATKINSON STREET ROSEVILLE, CA 95747	DARREL CRUZ WASHOE TRIBE OF NEVADA AND CALIFORNIA 919 US HWY 395 SOUTH GARDNERVILLE, NV 89410
ADRIANO E TRSTE CASTRO 309 MIRA VISTA WAY SOUTH SAN FRANCIS, CA 94080	ADRIANO E TRSTE CASTRO OR CURRENT RESIDENT 10890 JUNIPER WAY TRUCKEE, CA 96161-1744
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10830 FLORISTON AVE TRUCKEE, CA 96161-4506	ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10846 JUNIPER WAY TRUCKEE, CA 96161-1744
ANTHONY & MARY RIVARA POB 5522 RENO, NV 89513	TERRY GARCIA 10800 JUNIPER WAY TRUCKEE, CA 96161-1744
CYNTHIA A OCONNELL 10210 THOMAS DR TRUCKEE, CA 96161	CYNTHIA A OCONNELL OR CURRENT RESIDENT 10831 FLORISTON AVE TRUCKEE, CA 96161-4513
DIANE M & DUANE N TRSTES BRUNSON 10931 FLORISTON AVE TRUCKEE, CA 96161	GARY P TRSTE RIVARA 9 CONCHITA CT NOVATO, CA 94947
GARY P TRSTE RIVARA OR CURRENT RESIDENT 10874 JUNIPER WAY TRUCKEE, CA 96161-1744	GORDON E FLEIG OR CURRENT RESIDENT 10811 FLORISTON AVE TRUCKEE, CA 96161-4513
GREGORY M & LISA L TRSTES LAMB 10866 FLORISTON AVE TRUCKEE, CA 96161-4506	JAMES E & JOYCE R TRSTES TEEL 115 VOLCANO RIDGE GRANITE BAY, CA 95746

JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11088 ICELAND RD TRUCKEE, CA 96161	JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11221 MARTIS PEAK RD TRUCKEE, CA 96161
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 16274 HINTON RD TRUCKEE, CA 96161	JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 16388 HINTON RD TRUCKEE, CA 96161
JASON M CAMPBELL 11010 JUNIPER WAY TRUCKEE, CA 96161-1751	JENNIFER M FREEMAN OR CURRENT RESIDENT 10793 HIRSCHDALE RD TRUCKEE, CA 96161
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10818 JUNIPER WAY TRUCKEE, CA 96161-1744	JERRY N & JIMMIE L BLAKELEY 10771 HIRSCHDALE RD TRUCKEE, CA 96161-4501
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10955 JUNIPER WAY TRUCKEE, CA 96161	JOHN R FINNEMORE 2155 48TH AVE SAN FRANCISCO, CA 94116
CALIFORNIA STATE OF OR CURRENT RESIDENT 11308 ICELAND RD TRUCKEE, CA 96161	LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10867 FLORISTON AVE TRUCKEE, CA 96161-4513
DIANE M & DUANE N TRSTES BRUNSON OR CURRENT RESIDENT 10909 FLORISTON AVE TRUCKEE, CA 96161-4508	LAURA C KIRBY OR CURRENT RESIDENT 10821 FLORISTON AVE TRUCKEE, CA 96161-4513
GARY P TRSTE RIVARA OR CURRENT RESIDENT 10864 JUNIPER WAY TRUCKEE, CA 96161-1744	LOUIS J PARKER POB 5071 RENO, NV 89513
GORDON E FLEIG POB 2455 TRUCKEE, CA 96160	MELANIE W SAUNDERS 3714 W PINE BROOK WAY HOUSTON, TX 77059
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 10681 HIRSCHDALE RD TRUCKEE, CA 96161	MFT REVOCABLE LIVING TRUST OR CURRENT RESIDENT 11555 HIRSCHDALE RD TRUCKEE, CA 96161
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11230 HIRSCHDALE RD TRUCKEE, CA 96161	R E & MARTHA MCBRIDE 8191 BELDEN BLVD COTTAGE GROV, MN 55016
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 17555 GLENSHIRE DR TRUCKEE, CA 96161	RICHARD A & SUZANNE TRSTES FIGLIETTI 9434 VALLE VISTA ST WINDSOR, CA 95492

JENNIFER M FREEMAN POB 10456 TRUCKEE, CA 96162	RICHARD H & MARY E TRSTES FEHRT OR CURRENT RESIDENT 10941 FLORISTON AVE TRUCKEE, CA 96161-4508
JOHN N & MIRIAM H MINNIS OR CURRENT RESIDENT 10949 FLORISTON AVE TRUCKEE, CA 96161-4508	JOHN N & MIRIAM H MINNIS P O BOX 2170 TRUCKEE, CA 96160
JOHN R FINNEMORE OR CURRENT RESIDENT 10905 FLORISTON AVE TRUCKEE, CA 96161	LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10791 FLORISTON AVE TRUCKEE, CA 96161-4538
LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10953 FLORISTON AVE TRUCKEE, CA 96161-4508	LARRY S & CHERYL J ANDRESEN POB 34047 TRUCKEE, CA 96160
LAURA C KIRBY C/O KIRBY INVESTMENT INC POB 2663 TRUCKEE, CA 96160	LOUIS J PARKER OR CURRENT RESIDENT 11018 JUNIPER WAY TRUCKEE, CA 96161-1751
MATTHEW JACOBS 155 MARMOT DR RENO, NV 89523	MATTHEW JACOBS OR CURRENT RESIDENT 10960 JUNIPER WAY TRUCKEE, CA 96161-1744
MELANIE W SAUNDERS OR CURRENT RESIDENT 11058 JUNIPER WAY TRUCKEE, CA 96161-1751	MFT REVOCABLE LIVING TRUST C/O RANDOLPH J MEZGE 824 2ND ST VERDI, NV 89439
MFT REVOCABLE LIVING TRUST OR CURRENT RESIDENT 11837 ICELAND RD TRUCKEE, CA 96161	PETER H TRSTE RIVARA 10930 FLORISTON AVE TRUCKEE, CA 96161-4507
R E & MARTHA MCBRIDE OR CURRENT RESIDENT 10877 FLORISTON AVE TRUCKEE, CA 96161-4513	RACHEL R BECKMAN 10849 FLORISTON AVE TRUCKEE, CA 96161-4513
RICHARD A & SUZANNE TRSTES FIGLIETTI OR CURRENT RESIDENT 10944 JUNIPER WAY TRUCKEE, CA 96161-1744	RICHARD H & MARY E TRSTES FEHRT 8320 MIDLAND RD GRANITE BAY, CA 95746
RICHARD J MCELHINNIE OR CURRENT RESIDENT 11042 JUNIPER WAY TRUCKEE, CA 96161-1751	RICHARD J MCELHINNIE 11616 N ALPINE RD STOCKTON, CA 95212
RICHARD T & MISTIE D BROWN OR CURRENT RESIDENT 10928 JUNIPER WAY TRUCKEE, CA 96161-1744	RICHARD T & MISTIE D BROWN POB 9422 TRUCKEE, CA 96162

<p>ROGER WILLIAMS OR CURRENT RESIDENT 10952 JUNIPER WAY TRUCKEE, CA 96161-1744</p>	<p>RONALD D & VIRGINIA S TRSTE LEGG OR CURRENT RESIDENT 10909 HIRSCHDALE RD TRUCKEE, CA 96161</p>
<p>RONALD D & VIRGINIA S TRSTES LEGG OR CURRENT RESIDENT 10965 FLORISTON AVE TRUCKEE, CA 96161-4508</p>	<p>RONALD D & VIRGINIA S TRSTES LEGG OR CURRENT RESIDENT 10968 FLORISTON AVE TRUCKEE, CA 96161-4507</p>
<p>KEVIN JOHNSTON 2288 BUENA VISTA AVE LIVERMORE, CA 94550</p>	<p>AT&T (TELEPHONE) ATTN: ASTRID WILLARD 2700 WATT AVE, ROOM 3473-11 SACRAMENTO, CA 95821</p>
<p>ROGER WILLIAMS 9310 ROCK SPRINGS RD NEWCASTLE, CA 95658</p>	<p>GENE WHITEHOUSE IN CARE OF MARCOS GUERRERO – UAIC 10702 INDIAN HILL ROAD AUBURN, CA 95603</p>
<p>RONALD D & VIRGINIA S TRSTES LEGG 1340 PRINCESS AVE RENO, NV 89502</p>	<p>LIBERTY UTIL CALEPCO ELECTRICAL ATTN: ANDREW GREGORICH 933 ELOISE AVE SO. LAKE TAHOE, CA 96150</p>

APPENDIX E – AB-52 LETTERS AND ESA ACTION PLAN



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

February 28, 2017

Grayson Coney, Cultural Director
T'si Akim Maidu
P.O. Box 1316
Colfax, CA 95713

RE: Invitation to Consult under Public Resources Code (PRC) 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the Hirschdale Road Bridges Rehabilitation Project at Truckee River (17C-0045) at UPRR Overhead (17C-0046), in Nevada County, California

Dear Mr. Coney,

The Nevada County Department of Public Works is proposing to implement the Hirschdale Road Bridges Replacement Project, located approximately six miles northeast of the City of Truckee, in an unincorporated area of eastern Nevada County, California (Attachment 1: Figures 1-3). The project is also located within Section 34 of Township 17 North and Range 17 East of the Mount Diablo Baseline and Meridian, as depicted on portions of the Boca and Martis Peak 7.5 minute USGS Quadrangle (Attachment 1: Figure 2).

Previous notification letters were sent in January 2017 to inform the T'si Akim Maidu that Section 106 of the National Historic Preservation Act (NHPA) was involved in the project. Cultural resource consultation and identification efforts first occurred on this project in 2011. No Native American cultural resources were identified during survey efforts or through the consultation process. Further, an Initial Study with Proposed Mitigated Negative Declaration (IS/MND) was prepared for the project and circulated to the public in 2014; however, due to a change in project description and environmental study area, the IS/MND will be recirculated in 2017. The purpose of this letter is to provide formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d), if you would like to consult on this project. Please provide a designated lead contact person if you have not provided that information already.

As previously relayed in the January 2017 letter, the project would rehabilitate the one lane Truckee River Bridge on Hirschdale Road (Bridge # 17C-0045) with replacement of the abutments and superstructure spans in Nevada County, California. The project also includes rehabilitation and seismic retrofit of the one lane Hirschdale Road Union Pacific Railroad (UPRR) owned Overhead (Bridge # 17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

A record search for this project was obtained from the North Central Information Center which revealed that there were three previously recorded cultural resources documented within the project area; a historic roadway, a segment of the Central Pacific Transcontinental Railroad (now owned by UPRR), and the remnants of the Clinton Townsite. Pedestrian field surveys of the project area occurred in 2011, 2012, and again in November 2016. No additional resources were identified. Additionally, the NAHC reported that a check of the Sacred Land File returned negative results.



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS**

950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

Dokken Engineering archaeologist, Amy Dunay, is a consultant representing the County and is seeking any information you may have regarding tribal cultural resources (as defined under Public Resources Code [PRC] § 21074) within the project area. This information is needed so that all concerns may be incorporated into the planning phase of the project. All information provided to the consultant archaeologist will remain confidential and exempt from public disclosure pursuant to PRC §5097.9 and §5097.993.

Your comments and concerns are important to Nevada County as we move forward with the project. If you have any questions or concerns with the project, please contact Amy Dunay via email (adunay@dokkenengineering.com), by phone (916-858-0642), or by mail at the following address:

Amy Dunay
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630

If you have questions regarding the content of this letter you can contact me at (530) 265-1712 or patrick.perkins@co.nevada.ca.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat Perkins", with a stylized flourish at the end.

Pat Perkins
Project Manager

Attachments: Figures 1-3



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
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Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

February 28, 2017

Darrel Cruz, THPO
Washoe Tribe of Nevada and California
919 Highway 395 South
Gardnerville, NV 89410

RE: Invitation to Consult under Public Resources Code (PRC) 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the Hirschdale Road Bridges Rehabilitation Project at Truckee River (17C-0045) at UPRR Overhead (17C-0046), in Nevada County, California

Dear Mr. Cruz,

The Nevada County Department of Public Works is proposing to implement the Hirschdale Road Bridges Replacement Project, located approximately six miles northeast of the City of Truckee, in an unincorporated area of eastern Nevada County, California (Attachment 1: Figures 1-3). The project is also located within Section 34 of Township 17 North and Range 17 East of the Mount Diablo Baseline and Meridian, as depicted on portions of the Boca and Martis Peak 7.5 minute USGS Quadrangle (Attachment 1: Figure 2).

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As previously relayed in the January 2017 letter, the project would rehabilitate the one lane Truckee River Bridge on Hirschdale Road (Bridge # 17C-0045) with replacement of the abutments and superstructure spans in Nevada County, California. The project also includes rehabilitation and seismic retrofit of the one lane Hirschdale Road Union Pacific Railroad (UPRR) owned Overhead (Bridge # 17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

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Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

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110 Blue Ravine Road, Suite 200
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If you have questions regarding the content of this letter you can contact me at (530) 265-1712 or patrick.perkins@co.nevada.ca.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat Perkins".

Pat Perkins
Project Manager

Attachments: Figures 1-3



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS**

950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

February 28, 2017

Don Ryberg, Chairperson
T'si Akim Maidu
P.O. Box 510
Browns Valley, CA 95918

RE: Invitation to Consult under Public Resources Code (PRC) 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the Hirschdale Road Bridges Rehabilitation Project at Truckee River (17C-0045) at UPRR Overhead (17C-0046), in Nevada County, California

Dear Honorable Chairperson Ryberg,

The Nevada County Department of Public Works is proposing to implement the Hirschdale Road Bridges Replacement Project, located approximately six miles northeast of the City of Truckee, in an unincorporated area of eastern Nevada County, California (Attachment 1: Figures 1-3). The project is also located within Section 34 of Township 17 North and Range 17 East of the Mount Diablo Baseline and Meridian, as depicted on portions of the Boca and Martis Peak 7.5 minute USGS Quadrangle (Attachment 1: Figure 2).

Previous notification letters were sent in January 2017 to inform the T'si Akim Maidu that Section 106 of the National Historic Preservation Act (NHPA) was involved in the project. Cultural resource consultation and identification efforts first occurred on this project in 2011. No Native American cultural resources were identified during survey efforts or through the consultation process. Further, an Initial Study with Proposed Mitigated Negative Declaration (IS/MND) was prepared for the project and circulated to the public in 2014; however, due to a change in project description and environmental study area, the IS/MND will be recirculated in 2017. The purpose of this letter is to provide formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d), if you would like to consult on this project. Please provide a designated lead contact person if you have not provided that information already.

As previously relayed in the January 2017 letter, the project would rehabilitate the one lane Truckee River Bridge on Hirschdale Road (Bridge # 17C-0045) with replacement of the abutments and superstructure spans in Nevada County, California. The project also includes rehabilitation and seismic retrofit of the one lane Hirschdale Road Union Pacific Railroad (UPRR) owned Overhead (Bridge # 17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

A record search for this project was obtained from the North Central Information Center which revealed that there were three previously recorded cultural resources documented within the project area; a historic roadway, a segment of the Central Pacific Transcontinental Railroad (now owned by UPRR), and the remnants of the Clinton Townsite. Pedestrian field surveys of the project area occurred in 2011, 2012, and again in November 2016. No additional resources were identified. Additionally, the NAHC reported that a check of the Sacred Land File returned negative results.



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COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS**

950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617

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Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

Dokken Engineering archaeologist, Amy Dunay, is a consultant representing the County and is seeking any information you may have regarding tribal cultural resources (as defined under Public Resources Code [PRC] § 21074) within the project area. This information is needed so that all concerns may be incorporated into the planning phase of the project. All information provided to the consultant archaeologist will remain confidential and exempt from public disclosure pursuant to PRC §5097.9 and §5097.993.

Your comments and concerns are important to Nevada County as we move forward with the project. If you have any questions or concerns with the project, please contact Amy Dunay via email (adunay@dokkenengineering.com), by phone (916-858-0642), or by mail at the following address:

Amy Dunay
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630

If you have questions regarding the content of this letter you can contact me at (530) 265-1712 or patrick.perkins@co.nevada.ca.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat Perkins".

Pat Perkins
Project Manager

Attachments: Figures 1-3



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
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Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

February 28, 2017

Gene Whitehouse, Chairperson
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

RE: Invitation to Consult under Public Resources Code (PRC) 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the Hirschdale Road Bridges Rehabilitation Project at Truckee River (17C-0045) at UPRR Overhead (17C-0046), in Nevada County, California

Dear Honorable Chairperson Whitehouse,

The Nevada County Department of Public Works is proposing to implement the Hirschdale Road Bridges Replacement Project, located approximately six miles northeast of the City of Truckee, in an unincorporated area of eastern Nevada County, California (Attachment 1: Figures 1-3). The project is also located within Section 34 of Township 17 North and Range 17 East of the Mount Diablo Baseline and Meridian, as depicted on portions of the Boca and Martis Peak 7.5 minute USGS Quadrangle (Attachment 1: Figure 2).

Previous notification letters were sent in January 2017 to inform the United Auburn Indian Community of the Auburn Rancheria that Section 106 of the National Historic Preservation Act (NHPA) was involved in the project. Cultural resource consultation and identification efforts first occurred on this project in 2011. No Native American cultural resources were identified during survey efforts or through the consultation process. Further, an Initial Study with Proposed Mitigated Negative Declaration (IS/MND) was prepared for the project and circulated to the public in 2014; however, due to a change in project description and environmental study area, the IS/MND will be recirculated in 2017. The purpose of this letter is to provide formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d), if you would like to consult on this project. Please provide a designated lead contact person if you have not provided that information already.

As previously relayed in the January 2017 letter, the project would rehabilitate the one lane Truckee River Bridge on Hirschdale Road (Bridge # 17C-0045) with replacement of the abutments and superstructure spans in Nevada County, California. The project also includes rehabilitation and seismic retrofit of the one lane Hirschdale Road Union Pacific Railroad (UPRR) owned Overhead (Bridge # 17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

A record search for this project was obtained from the North Central Information Center which revealed that there were three previously recorded cultural resources documented within the project area; a historic roadway, a segment of the Central Pacific Transcontinental Railroad (now owned by UPRR), and the remnants of the Clinton Townsite. Pedestrian field surveys of the project area occurred in 2011, 2012, and again in November 2016. No additional resources were identified. Additionally, the NAHC reported that a check of the Sacred Land File returned negative results.



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Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

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Your comments and concerns are important to Nevada County as we move forward with the project. If you have any questions or concerns with the project, please contact Amy Dunay via email (adunay@dokkenengineering.com), by phone (916-858-0642), or by mail at the following address:

Amy Dunay
Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630

If you have questions regarding the content of this letter you can contact me at (530) 265-1712 or patrick.perkins@co.nevada.ca.us.

Sincerely,

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Pat Perkins
Project Manager

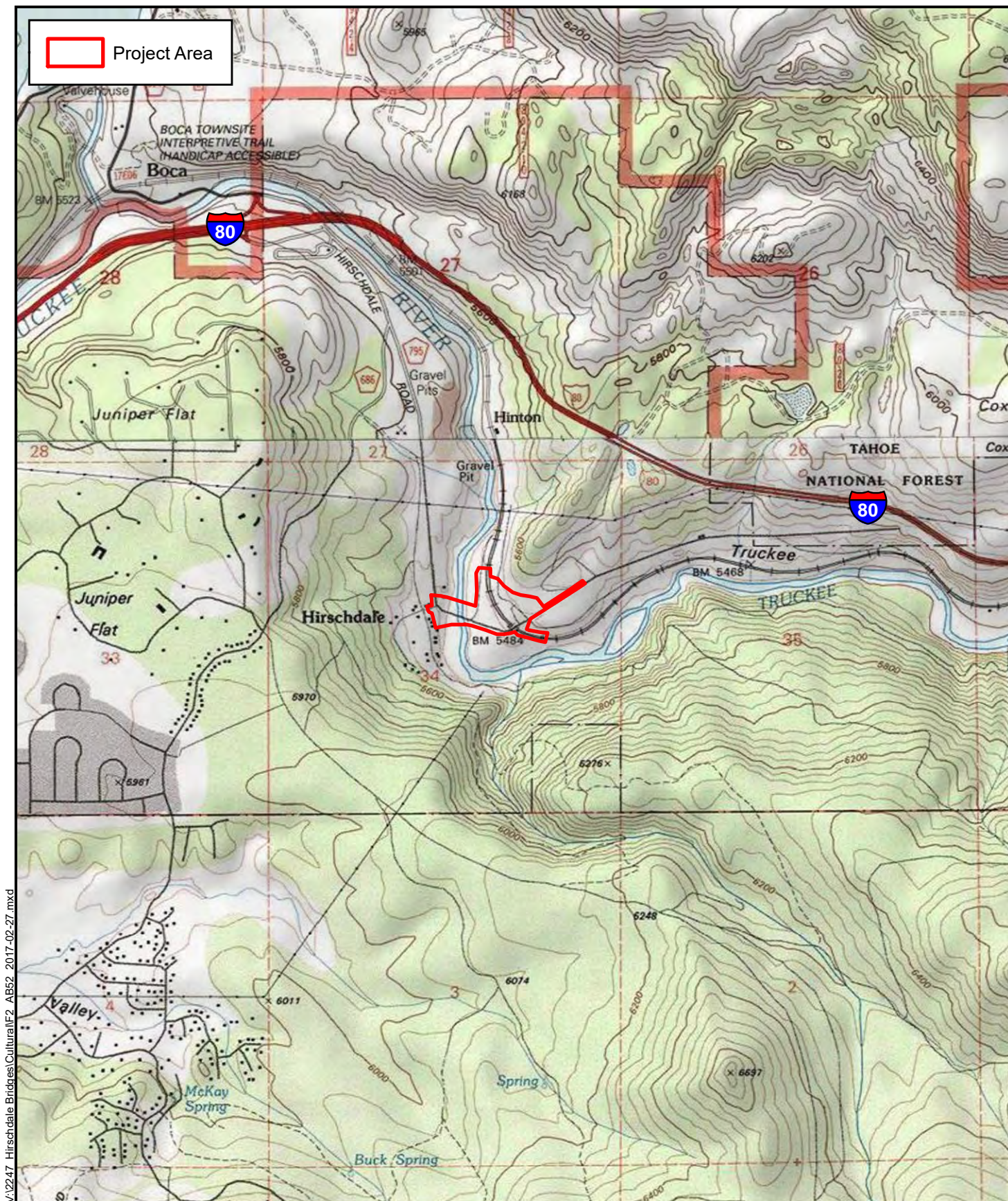
Attachments: Figures 1-3

Cc: Marcos Guerrero (with attachments, sent via email)



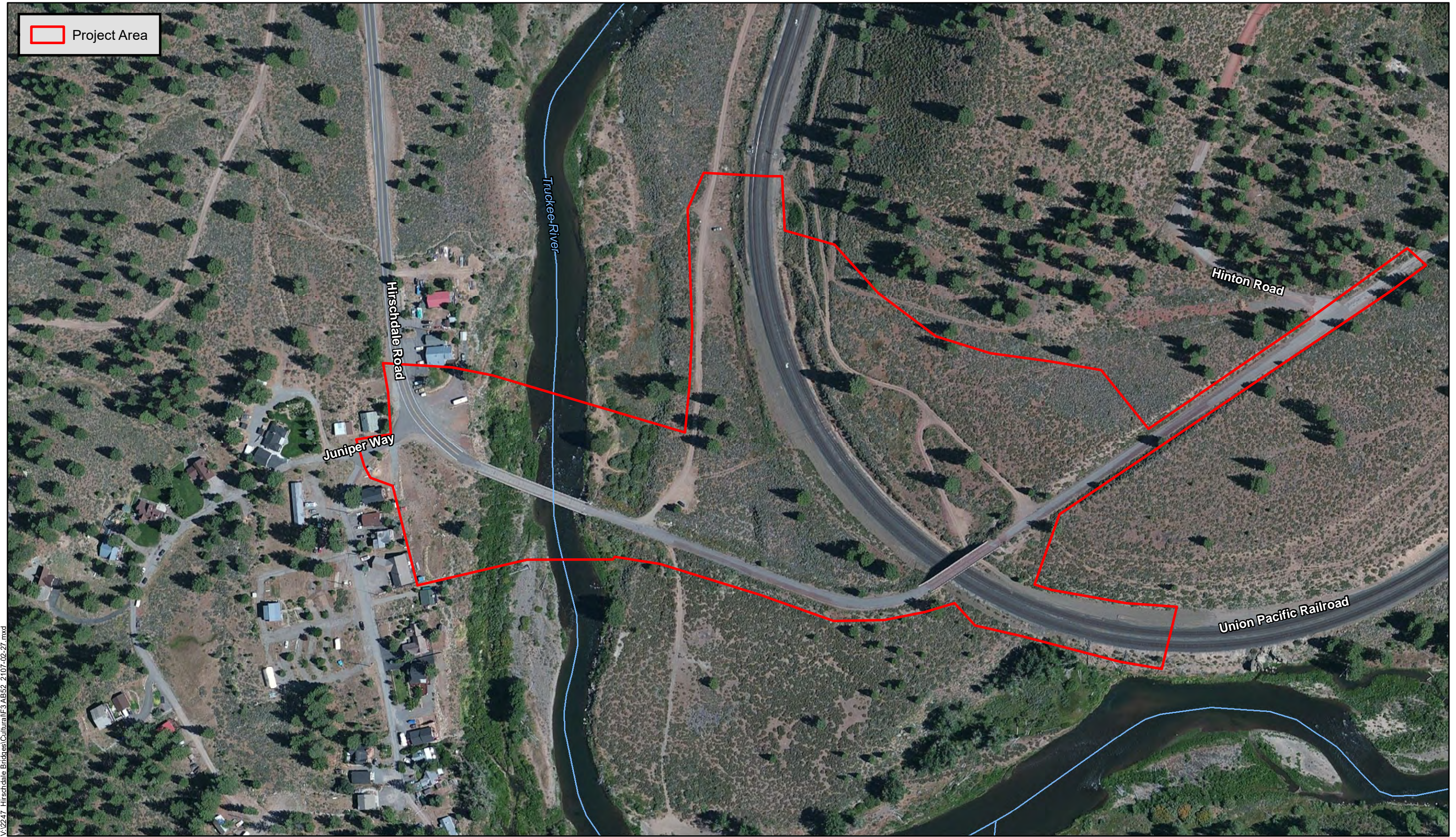
0 10 20 Miles

FIGURE 1
Project Vicinity
 Hirschdale Road Bridges Rehabilitation Project
 Nevada County, California



0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
 USGS Martis Peak and Boca Topographic Quadrangles
 Hirschdale Road Bridges Rehabilitation Project
 Nevada County, California



V:\2247 Hirschdale Bridges\Cultural\F3 AB52 2107-02-27.mxd

Source: BING Maps Online; Dokken Engineering 2/27/2017; Created By: amyd



0 100 200 300 400 500 Feet

Figure 3
Area of Potential Effects
 Hirschdale Road Bridges Rehabilitation Project
 Nevada County, California

APPENDIX F – BRIDGE CROSS SECTIONS

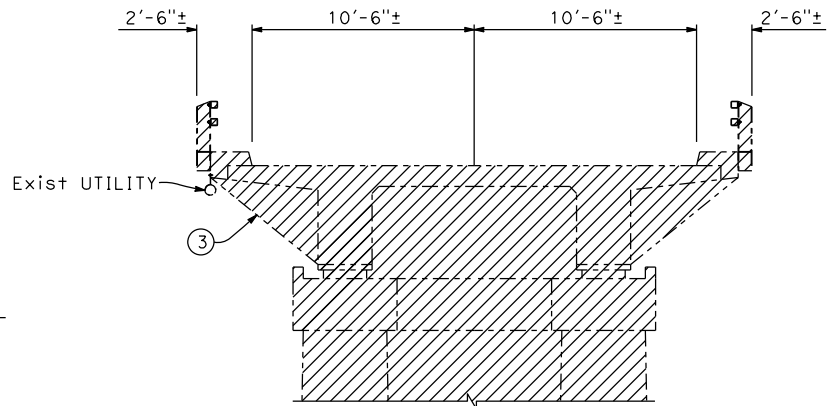
LEGEND

- ① REPAIR CONCRETE CRACKS AND SPALLS ON PIERS
- ② PIER WALL IN-FILL
- ③ REMOVE EXISTING BRIDGE
- ④ CONSTRUCT NEW BRIDGE
- ⑤ LONGITUDINAL RESTRAINER
- ⑥ DIAPHRAGM BOLSTER
- ⑦ CALIFORNIA ST-70 BRIDGE RAIL
- ⑧ REMOVE EXISTING AC OVERLAY AND ADD POLYESTER CONCRETE OVERLAY (1" THICK)

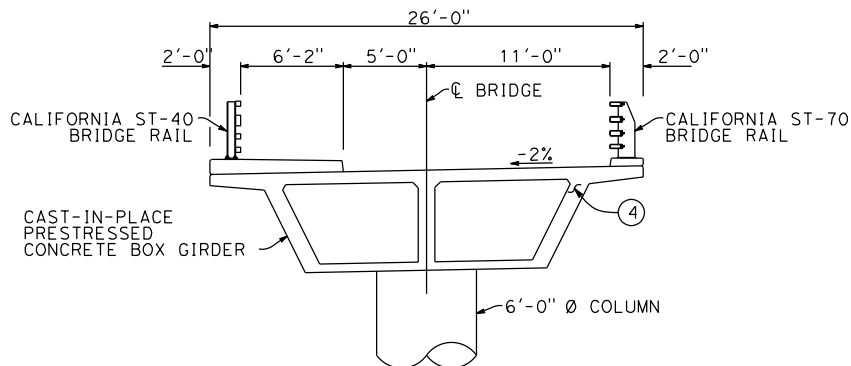


DENOTES BRIDGE REMOVAL (PORTION)

----- DENOTES EXISTING STRUCTURE

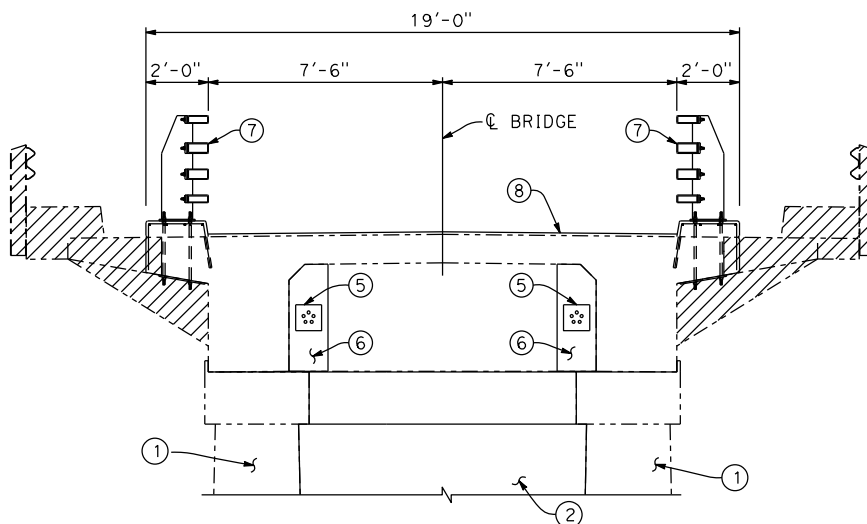


EXISTING SECTION



NEW SECTION

TRUCKEE RIVER BRIDGE - SECTION



HINTON OVERHEAD BRIDGE - SECTION

JOB

**TRUCKEE RIVER BRIDGE
AND
HINTON OVERHEAD BRIDGE**

SUBJECT

TYPICAL SECTION

DATE

4-12-19

JOB NO.

2247

BY

SHEET

CHECK

KD

of

APPENDIX G: RESPONSES TO PUBLIC COMMENTS

APPENDIX G – RESPONSES TO PUBLIC COMMENTS

Comment A: Mary Rivara; May 27, 2019

From: [Mary Rivara](#)
To: [Jessica Hankins](#)
Subject: Hirschdale Road Bridges Project
Date: Monday, May 27, 2019 4:55:00 PM

Nevada County
Department of Public Works
950 Maidu Ave
Nevada City, California 95959-8600

As a resident of Hirschdale for the last 41 years, I am extremely pleased and in favor for the proposed Hirschdale Road Bridges Project. For the record however, I am disappointed with the short 30-day public review period. The IS/MND prepared and the documents were not posted on the web when the initial letter was received and comments are due at the end of a major 3 day holiday. I am not sure if this was intentional, or poor planning.

In my opinion it would have been beneficial if our community had been informed prior or during this public comment period with a meeting. Communication and exchange with the source, hearing input regarding the project and design, and being able to ask questions would have been helpful.

In response to noise and hours of operation between 7 a.m. and 7 p.m., I feel hours should be limited from 7 a.m. to 6 p.m.

I personally want to thank you for this amazing Draft Initial Study/Proposed Mitigated Negative Declaration. It is apparent that you have spent a lot of time and thought into this document.

Looking forward to the next phase of this project.

Sincerely,

Mary Rivara,
Hirschdale Resident

A1

A2

Response A1:

Thank you for reading the IS/MND and we appreciate your comments. It is standard practice for public agencies to circulate IS/MND level CEQA documents for 30-days. This is based upon CEQA Guidelines Article 6 Section 15073 which requires the lead agency (County of Nevada) to provide a public review period pursuant to Section 15105 of not less than 30 days when a proposed negative declaration or mitigated negative declaration and initial study are submitted to the State Clearinghouse for review by state agencies. The County of Nevada submitted the prepared Draft IS/MND to the State Clearinghouse on April 26, 2019. Additionally, CEQA Guidelines Article 6 Section 15072 requires publication in a newspaper in general circulation in the area affected. On April 26, 2019, (the same day as the notice was given to the State Clearinghouse) the County began circulation of the notice of intent in the local area Sierra Sun newspaper.

Comments were requested to be submitted no later than May 27, 2019, 31 calendar days after circulation began. Additionally, based upon comments regarding the website from other local residents, the County agreed to accept comments for an additional two weeks until June 10, 2019. The public review period ending at the end of a holiday weekend was not intentional. The Project has fully complied with CEQA Guidelines regarding circulation efforts and public review. In addition to complying with CEQA guidelines, the County has made public outreach/engagement a critical design and planning consideration throughout the life of the Project. Specifically, the County held a public information meeting on September 20, 2017 to disclose the revised project plan and to solicit public input early in the design and planning phase.

Response A2:

Based upon the residents' requests, construction hours will be changed to 7:00 am to 6:00 pm on weekdays and 8:00 am to 6:00 pm on Saturdays. Construction will not occur beyond these hours or on Sundays unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.

Comment B: Riaz Finnemore; May 28 – May 31, 2019

From: [Riaz Finnemore](#)
To: [Jessica Hankins](#)
Subject: Re: Hirschdale Bridges Project
Date: Friday, May 31, 2019 12:59:32 AM

Hi Jessica,

Thanks again for your reply and consideration in these matters.

I'm sure you can appreciate the impact that construction has on a vacation, the two don't mix well. My rental home attracts people who want peace, tranquility, and nature - the major attraction is my backyard and the river access right from the backyard. These areas will be unattractive to say the least, and potentially unbearable. The noise, vibration, dust, fumes, traffic, hazards, and visual impact of this project will certainly have a major "physical impact on the environment", especially from the perspective of people choosing where to go on their vacation.

B1

thanks,

On Thu, May 30, 2019 at 9:57 AM Jessica Hankins <Jessica.Hankins@co.nevada.ca.us> wrote:

Hi Riaz,

I understand your concerns about loss of business income. Typically if we aren't directly impeding access to or use of your property, we would not provide compensation. However, I'm looking into that as part of the right of way process to ensure we've not left any stones unturned if you are due compensation. (Note that it is not a CEQA issue as it's not a physical impact on the environment.)

We'll address your comments on the historical significance/visual impacts of the project in the Final IS/MND.

Thank you,

Jessica Hankins

Public Works Project Manager



Public Works Department

County of Nevada

Community Development Agency

950 Maidu Ave. Suite 170 office 530.265-1254

Nevada City, CA 95959

<http://www.mynevadacounty.com/nc/cda/pw>

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From: Riaz Finnemore [REDACTED]
Sent: Wednesday, May 29, 2019 7:48 PM
To: Jessica Hankins <Jessica.Hankins@co.nevada.ca.us>
Subject: Re: Hirschdale Bridges Project

Hi Jessica,

Thanks for the information. I'm most concerned about the potential loss of business income, if I lose 12-18 months of rental income I will likely lose my house as I will not be able to pay the mortgage. Will this concern be addressed?

B2

I understand the existing bridge has no historical significance, but I believe it is part old highway 40 which does have historic relevance:

<https://chamber.truckee.com/list/member/historical-site-old-highway-40-lincoln-highway-5760>

B3

There is some historic significance to this particular location and the neighborhood, there is a historic marker plaque at the west end of the bridge which tells of this, do these provide for any possible aesthetic consideration?

thanks!

On Wed, May 29, 2019 at 2:28 PM Jessica Hankins <Jessica.Hankins@co.nevada.ca.us> wrote:

Hello Riaz,

Thank you for your comments. We are in the environmental phase of the project. The public has an opportunity to comment on the physical impacts of the project at this point. In about 2 weeks, we will begin work on finalizing the document and responding to comments. Once we have responded to all comments, we will take the IS/MND to the Board of Supervisors for approval and then begin working on the right of way process and moving forward with final

design, and finally construction most likely in 2021. It will take approx. 12-18 months to complete.

The description we have in the IS/MND on bridge design is what we now know. We typically do not request public input on bridge design when the existing bridge does not have historical or otherwise significant visual features, or the bridge is not on a highly traveled access route. None of these conditions apply to this bridge. I would be happy to share our status on design. We are anticipating a concrete box girder bridge which is essentially a replacement of the design type that is out there now. Both bridges would be one lane.

Typically we restrict construction hours to 7A-7P Monday through Saturday. These are the hours allowed in the Nevada County Noise Ordinance. However, your comment will be noted and responded to in the Final IS/MND, and we will consider it as we draw up the construction specifications.

Currently we anticipate that the Boca Quarry expansion project will be conditioned to use the Stampede Meadows access, and to do improvements on that road and pay into its maintenance for the right to use it. I believe they will soon release a Draft EIR for that project, and I would recommend that you contact the County planner in charge of that project to get on the notification list. You could then make comments on the access issues as part of that project's process. The planner's name is Coleen Shade, and her email is Coleen.Shade@co.nevada.ca.us.

Your other comments will be addressed in the Final IS/MND. Feel free to call or email me if you would like further clarification on any of these items.

Jessica Hankins

Public Works Project Manager



Public Works Department

County of Nevada

Community Development Agency

950 Maidu Ave. Suite 170 office 530.265-1254

Nevada City, CA 95959

<http://www.mynevadacounty.com/nc/cda/pw>

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other use of this E-mail is prohibited.

From: Riaz Finnemore [REDACTED]
Sent: Tuesday, May 28, 2019 7:40 PM
To: Jessica Hankins <jessica.hankins@co.nevada.ca.us>
Subject: Hirschdale Bridges Project

Hi Jessica,

I own property in Hirschdale at 10905 Floriston Ave., and just today received a link to the Initial Study with Proposed Mitigated Negative Declaration. I missed this and some communications regarding the project, although I see my mailing address is correct in the document.

I hope I'll be able to get answers to a few questions and have my concerns recorded.

1. Will you please provide me with an overview of the steps in the process for this project and how I can stay involved and have a say? Where are we in the process?
2. My home is a vacation rental and my property is located within 50-100 feet of the project, on the river, looking directly at the bridge and project site. I'm very concerned about the impact this will have on my business, specifically, loss of income due to the work of the project. I believe that I will suffer a total loss of rental income during the work (as it is planned to be 7 days a week from sun up to sun down). Is there a provision to have my business losses covered by the project and how do I initiate that?
3. Is there a rendering of the finished project and will the residents of Hirschdale who will see and use these bridges every day have any say with regard to the design and the visual appearance?
4. I don't see a timeline or estimate of the project duration, will you send it to me?
5. I see dimensions for width, will both bridges be one lane?
6. Is it possible to reduce the work hours to give residents a break? Seven days a week, twelve hours per day seems excessive.
7. The Hirschdale community worked hard to establish an alternate route for Teichert quarry trucks which avoids the bridges and Hirschdale road, do we have any assurance that once the bridges are replaced and upgrade the trucks will not use them?

B4

thanks,

Riaz Finnemore

415.517.0325

Response B1:

The project CEQA document Initial Study with Proposed Mitigated Negative Declaration (IS/MND) has provided sufficient analysis and, where necessary, mitigation measures to reduce all impacts to a less than significant level. Avoidance, minimization and mitigation measures AIR-1 and AIR-2, BIO-1 through BIO-5, CULT-1 through CULT-4, HAZ-1 through HAZ-5, WQ-1 through WQ-7, NOISE-1, TRAF-1, and TCR-1 will be implemented to reduce any potentially significant impacts, and construction activities will be temporary and intermittent throughout the 12-18 months construction window, with construction halted during the winter snow season, and re-commencing in spring. Based upon the residents' requests, construction hours will be changed to 7:00 am to 6:00 pm on weekdays and 8:00 am to 6:00 pm on Saturdays. Construction will not occur beyond these hours or on Sundays unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.

Response B2:

We understand your concerns about construction, but the project is not anticipated to be directly impeding access to or use of your property; therefore, there is not a process under CEQA to provide compensation for loss of business income. However, the County is currently looking into potential options for loss of business compensation during the final phases of the Project.

Response B3:

The Truckee River Bridge and Hirschdale Road Overhead are not listed historical resources for the purposes of CEQA. However, the Clinton Townsite and the Central Pacific Railroad are listed as historic resources for the purposes of CEQA. These historic resources and any unknown cultural resources will be protected through measures CULT-1 through CULT-4. These measures provide protections for the historic and cultural resources within Project vicinity and also protections if any unknown historic/cultural resources are found. The State Historic Preservation Officer has concurred on the level of historic resources within the Area of Potential Effects and the implementation of the avoidance, minimization and mitigation measures. The new bridge will be constructed with concrete keeping the aesthetics similar to the existing bridge. Additionally, the County will consider a plaque placed on or near the bridge that describes the significance of Old Highway 40.

Response B4:

1. We are in the Environmental Review Process, the Final IS/MND will include your comments and the final document will be presented to the Nevada County Board of Supervisors for approval.
2. The project will not be directly impacting your property, and access will not be restricted to your property. However, the County is looking into potential options for loss of business compensation that could occur due to construction of the new bridge.
3. The current design description we have in the IS/MND of the bridge design is a concrete box girder bridge, which will look very similar to the existing bridge, but with concrete railings and the external utilities hidden inside the bridge. A typical section of the bridge design is provided in Appendix F.
4. The project is tentatively scheduled for construction in 2021 and will take approximately 12 to 18 months to complete. Preliminary preparation for construction will tentatively occur in February and will likely commence in May. Construction will continue until snow fall, then recommence the following spring.
5. The new Truckee River Bridge will have one 16-foot-wide travel lane along with a 6-foot wide sidewalk on each side. The rehabilitated Hirschdale Road Overhead bridge over the UPRR will have one 15-foot wide travel lane. Both bridges will be 1 lane.
6. The construction activities will not be constant during the 12-18-month period. Construction will not occur during inclement weather or during the winter snow season. Additionally, noise measure NOI-1 will be implemented to reduce noise impacts to a less than significant level. Construction work hours will be between 7:00 am and 6:00 pm weekdays, and 8:00 am and 6:00 pm Saturdays. Construction will not occur on Sundays unless deemed necessary by the County Engineer in order to avoid delays due to weather. No work will occur on national holidays unless authorized by the County Engineer.
7. The County anticipates that the Boca Quarry expansion project will be conditioned to use the Stampede Meadows access, to do improvements on that road, and pay into its maintenance for the right to use it. A Draft EIR for the Boca Quarry Expansion Project has been released and public review will close on July 8, 2019. Coleen Shade (Coleen.Shade@co.nevada.ca.us), the County planner in charge of that project can be contacted in order to be placed on the notification list. Public comments will be accepted during the project's public notice process.

Comment C: Rachel Koles; April 29, 2019

From: Rachel Koles [REDACTED]
Sent: Monday, July 30, 2018 1:44 PM
To: Joshua Pack <Joshua.Pack@co.nevada.ca.us>
Subject: Hirschdale Bridge

Hi Joshua,

I know I have attempted to call in the past but with two toddlers it makes it difficult sometimes to have a conversation without scheduling time to do so, so I thought an email might be best for now.

We reside at 10849 Floriston and have property that is adjacent to the road before the bridge on the South side.

I'm wondering if parking has been addressed yet? If so, what is the plan?

We have requested and I believe it is on record that the county install and provide no parking signs. We do not want to encourage access to the river from our property once the bridge work is complete. No parking signs will help to discourage people from doing so.

Is this going to happen?

Thanks in advance,

Rachel

--

Rachel Koles
Counselor
Alder Creek Middle School
In Office: Monday, Tuesday, Wednesday

From: Rachel Koles [REDACTED]
Date: Mon, Apr 29, 2019 at 10:19 AM
Subject: Re: Hirschdale Bridge
To: Joshua Pack <Joshua.Pack@co.nevada.ca.us>, [REDACTED]

Hi Josh,

I received the notice about the EIR you spoke of. There weren't a lot of details but it did look as though our property is indicated as under impact. With that we were wondering if there were more details about what the impact would be? Land use, etc. Just confused as this was never discussed with us directly. Really looking for any and all information, details, dates etc about the project that you can share with us. Is that typically something that land owners are contacted about directly via a phone call and/or meeting or is it only shared via a public document?

Looking forward to hearing from you so we can potentially set up a time to meet to review the plans,

Rachel

C1

C2

Response C1:

The Project has provided potential staging areas for the contractor and construction crew. No parking signs for general public are not planned for the project at this time. However, your comment will be noted in the Final IS/MND and will be considered during adoption of the mitigated negative declaration by the County's Board of Supervisors.

Response C2:

The map (Figure 3) depicts the Project Area within your property. The Project Area is the area discussed within the IS/MND, not necessarily where project activities will occur. The map also depicts a "Potential Staging Area" on your property. This staging is an area that was environmentally cleared and listed as a possibility for the contractor to stage their equipment. Currently, no property acquisition for Temporary Construction Easements are proposed for your property. Therefore, no construction activity would occur on your property. The contractor may approach you to request access onto your property for staging equipment, and at that time you would have the option to allow that activity or not.

Comment D: Jennifer Freeman; May 27, 2019

From: [Jennifer Freeman](#)
To: [Jessica Hankins](#)
Cc: [Jennifer Freeman](#)
Subject: Hirschdale Bridge Project IS/MND Study Comments
Date: Monday, May 27, 2019 4:42:10 PM

Hi Jessica,

I hope you received my message last week. I know with the holiday weekend it was a tight time period. You have been very helpful in addressing my initial questions and I thank you for your responsiveness.

In this statement I am trying to address some of my concerns. This is not a complete list of my current concerns, but I think it address some of the immediate thoughts and concerns as I read through the IS/MND document.

I am going to simply bullet my comments and concerns so please forgive the informal nature of this statement. This list of concerns only covers some of the physical or environmental issues that pertain to my property, home, neighbors, and family. Since I have not seen the project plan, I cannot address those concerns or questions at this time.

My Address:

10793 Hirschdale Road, Truckee, CA 96161

IS/MND report and maps directly effect my home, property and family.

- I am concerned that the report does not address my septic system that is on the property that is proposed to be used for the project. I need to be reassured that the septic system is not damaged or negatively effected by the project. D1
- Under the proposed project, I will be losing several trees and vegetation that will take years to re-grow after the project is over D2
- I am concerned about drainage issues on my property that have not been addressed by the IS/MND. D3
- There will be significant noise pollution during the 12-18 month long project that will effect my home and family along with surrounding neighbors. D4
- There is no information of a water source that will be required for the construction. D5
- I am concerned that I will have a loss of land during and after the project is completed. D6
- If my property is used for machinery and storage, I am concerned about air and noise pollution. D7
- I have a concern about traffic control on Hirschdale Road leading up to the temporary bridge/construction zone. There needs to be a plan for slowing traffic down as they approach the bridge construction. D8
- According to Figure 4 there will be a significant impact of my property including wetlands, vegetation soil, etc. The project effects my entire property. D9
- I have a concern that fishermen will try to access the river through my property D10

since the construction and fencing will be blocking their normal access in a neutral area.

- In figure 5 there is a significant area highlighting "cut and fill" on my direct property and I need reassurance this is not a permanent impact.
- We live in our home full time and I have some safety concerns for my children with the possibility of heavy equipment in our yard and construction zone being so close to our home.
- Generally speaking there will be a temporary, but significant impact on our daily lives during the construction of the bridges. I support the bridge project, but hope to minimize the impact on our home and neighborhood.

D10


D11

D12

D13

Thank you very much for noting my comments and concerns at this time.

Sincerely,

 Jennifer Freeman / Education Specialist
Office Hours: 8:30-4:30

Response D1:

The project will take into consideration the location of your septic system and will take all necessary steps to avoid it. During design, we will be contacting you again to try to identify the limits of the septic system so that it can be shown on the plans and protected during the Temporary Construction Easement use.

Response D2:

Trees and vegetation will be limited to the least amount of impact necessary for the project, and where possible, trees and vegetation will be trimmed rather than removed. As part of the right of way process, any loss of vegetation will be considered during the negotiation process to acquire a Temporary Construction Easement on your property.

Response D3:

The drainage on your property and the project effects to the drainage will be studied during final design to ensure your property is restored to equal or better condition.

Response D4:

The construction activities will not be constant during the 12-18 month period. Construction will not occur during inclement weather or during the snow season. Additionally, noise measure NOI-1 will be implemented to reduce noise impacts to a less than significant level. Construction work hours will be between 7:00 am and 6:00 pm weekdays, and 8:00 am and 6:00 pm Saturdays. Construction will not occur on Sundays unless deemed necessary by the County Engineer in order to avoid delays due to weather. No work will occur on national holidays unless authorized by the County Engineer.

Response D5:

The source of water for dust control is unknown at this time. It will be the contractor's responsibility to obtain the water through legal means.

Response D6:

The project will require Temporary Construction Easements from your property to complete the project, and it is possible that some permanent acquisition will be required. This will be negotiated with you during the final stages of the project prior to construction. You will be fairly compensated for any temporary or permanent loss of land.

Response D7:

Temporary Construction Easement limitations can be added to the easement agreement on your property to ensure generators or air compressors are not staged on your property during the work shift. Rather they could be located down the slope nearer the bridge. Construction activity necessary to complete the project (including the trestle access) will be allowed within the Temporary Construction Easement, and there will be noise and air pollution associated with this activity. However, noise measure NOI-1 and Air measures AIR-1 and AIR-2 will be implemented to reduce all noise and air impacts to a less than significant level. Specifically, measure AIR-2 (c) has been revised to require the construction contractor to ensure generator and compressor exhaust systems are directed away from residences and residential outdoor use areas.

Response D8:

A Traffic Control Plan would be completed as part of the final design process for the project. The Traffic Control Plan would describe traffic safety measures that may include, signage placed along Hirschdale Road to notify motorists of construction, adjusted speed limits, and temporary bridge crossing traffic patterns for vehicles, bicyclists and pedestrians.

Response D9:

Figure 4 provides classification of the vegetation communities within the Biological Study Area (BSA), which includes all of the area studied as part of the project. Figure 5 depicts the impacts to those vegetation communities. Your property is anticipated to have less than 5,000 square feet of temporary impacts to the riparian vegetation and less than 50 square feet of temporary impacts to the wetlands within your property boundary. The remaining impacts are anticipated to be within the County owned public right of way. All temporary impacts within your property and County owned right of way will be restored to pre-construction contours and seeded with a native seed mix according to measure BIO-3.

Response D10:

Individuals that enter your property without your permission would be trespassing on your property. The contractor would not be able to prevent people from accessing your property from an area outside of the construction limits. Additionally, as part of measure BIO-2, all environmentally sensitive areas (ESA) will be designated at the edge of work adjacent to the Truckee River to prevent encroachment from construction activities. The ESA limits would be marked using orange snow fencing and these would be the limits of construction and the contractors' limits of work.

Response D11:

The cut and fill limits are temporary and will include an area used to support the trestle. The area will be restored to its original or better condition at the end of the project and seeded with a native seed mix according to measures BIO-3. Additionally, the bulk of this area is within the public right of way. It is anticipated that less than 1,200 square feet of fill is within your property boundary.

Response D12:

The construction zone will be marked with high visibility snow fencing to identify the area as a construction zone. As described in Response D7 the Temporary Construction Easements would be negotiated during the right of way process. Additional temporary fencing around the Temporary Construction Easement portion of your property may be considered in the design phase and discussed with you during right of way meetings.

Response D13:

We apologize for the temporary inconvenience you will be experiencing during construction. The County has incorporated measures to reduce any impact to a less than significant level. In addition, based upon the residents' requests, construction hours will be changed to 7:00 am to 6:00 pm on weekdays and 8:00 am to 6:00 pm on Saturdays. Construction will not occur beyond these hours or on Sundays unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.

As design and construction progress, the County will continue to look for opportunities to ease the construction inconveniences on residents.

Comment E: Rachel Beckman, May 28, 2019

May 28, 2019,

In response to the Initial Study for the Hirschdale Bridge Project, I wanted to address some of issues as a resident and namely as a property owner who resides adjacent to the Southwest side of the bridge to be removed and replaced.

I grew up along the American River Parkway in Fair Oaks, CA. As a resident, parking for a time, was allowed behind our house on the road leading to public river access. During that time, residents, including ourselves, experienced burglaries, vandalism, and considerable littering. This experience of course was traumatic for all involved and led to the neighborhood organizing to ensure that "No Parking" signs were put in place along the road leading to the river access. While the project is not tied to the bike trail to which it will lead and does not currently include pedestrian only access, I do have concerns that with a new bridge comes increased usage. With increased usage, comes a need for additional parking. Currently there are people parking adjacent to our property to access the river to walk, fly fish, bike, etc. Given my own past and personal experience, I would like to formally still request that no parking signs along our property adjacent to the road leading up to the bridge be included in the project.

E1

As a land owner potentially impacted by noise, environmental disruption, and potential land usage of my property, I did want to ask that consideration be taken for our rental on our property, our children, our dog, and our septic system. We currently have a vacation rental property attached to our house that will be impacted by the construction. We rely on income from this property and will have to advertise that construction will be taking place during a busy summer season, therefore possibly deterring renters. We also have two small children and a dog who actively play in the backyard. The leach field for our septic system is also spread out across the back of our property.

E2

E3

E4

Thank you for time.

Sincerely,

Rachel Beckman
10849 Floriston Ave
Truckee, CA 96161

Response E1:

No parking signs for the general public and recreationists are not planned for the project at this time. However, your comment will be noted in the Final IS/MND and will be considered during adoption of the mitigated negative declaration by the Board of Supervisors.

Response E2:

The map (Figure 3) depicts the Project Area within your property. The Project Area is the area discussed within the IS/MND, not necessarily where project activities will occur. At present, the project will not be directly impacting your property, and access will not be restricted. However, the County is looking into potential options for loss of business compensation that could occur due to construction of the new bridge.

We apologize for the temporary inconveniences you will be experiencing during construction. The County has incorporated measures to reduce any impact to a less than significant level. In addition, based upon the residents' requests, construction hours will be changed to 7:00 am to 6:00 pm on weekdays and 8:00 am to 6:00 pm on Saturdays. Construction will not occur beyond these hours or on Sundays unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.

As design and construction progress, the County will continue to look for opportunities to ease the construction inconveniences on residents.

Response E3:

For the safety of the public, the construction zone will be designated by high visibility fencing. Project construction would be restricted to these delineated areas and public access would be restricted.

Response E4:

The map (Figure 3) depicts the Project Area within your property. The Project Area is the area discussed within the IS/MND, not necessarily where project activities will occur. While the map also depicts "Potential Staging Area" on your property, this staging is an area that was environmentally cleared and listed as a possibility for the contractor to stage their equipment. Currently, no property acquisition for Temporary Construction Easements are proposed for your property. Therefore, no construction activity would occur on your property that would affect your leach lines. The contractor may approach you to negotiate access to (or use of) your property for staging equipment or materials, and you will have the option to allow that activity or not.

Comment F: Cheryl Andresen; May 27, 2019 and June 10, 2019

From: [REDACTED]
Sent: Monday, June 10, 2019 5:31 PM
To: Jessica Hankins <Jessica.Hankins@co.nevada.ca.us>
Cc: [REDACTED]
Subject: re: Re-Circulated Initial Study with Proposed Mitigated Negative Declaration Hirschdale Road Bridges Project

Jessica,

I have revised our signature page to include the new neighbors in the neighborhood along with a few interested parties. I am sending you our revised response in two parts as the files are too large to send both. I have included in this response emails with permission for names to be added to signature page for those who could not Physically sign. I have included letters from previous MND whom were interested parties and supported the rehabilitation and Replacement of the bridges since you felt you did not have to include these interested parties in your mailing. I want to show the support from these interested parties that made a huge impact as to the change of the scope of the project. I had stated in our response I would attach our previous response which I did not include in first response. This is also now Included in this response. A letter from Teichert's attorney also is attached as there is always concern of them using these bridges once they are reconstructed. I have also by email contacted all previous interested parties. Some emails bounced back. Will we have access to all public comments? We last time had access on a County website of all public comments. I would like Copies or access of all public comments to this Proposal. I did post the website access on Nextdoor Digest. I stated how Dokken Has done a very good job on this Initial Study. I have followed this project since 2006 and this one was the best Initial Study yet. Thank you for all you have done to proceed with this project and our hope is that you get many positive responses to this project. I will follow up with email with Part 2 as our complete response.

Thank you,
Cheryl Andresen

} F1

From: [REDACTED]
To: [Jessica Hankins](mailto:Jessica.Hankins@co.nevada.ca.us)
Subject: re: response to MND
Date: Monday, May 27, 2019 4:56:00 PM
Attachments: [Response to Recirculated MND.pdf](#)

Jessica,

I am sending you a response to the MND for bridge construction in Hirschdale. I was very rushed to get this to you as it is a holiday and I have been very ill for a few weeks. This was not on the link you provided for quite sometime and there are a number of people whom were not included on Distribution List whom were interested parties. I sent you the email list of all that responded before that were not included and also some responses from the past MND. If you have any questions concerning our response please call me. I may have a few other signatures to add in the next day or two. I do feel this should be extended as it was not available and also because it was not distributed to other interested parties. I would like to know if you will be making an exception for an extension.

Thank you,

Cheryl Andresen [REDACTED]

May 26, 2019

Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

Jessica Hankins
Public Works Project Manager
950 Maidu Avenue
Nevada City 95959

Attention: Patrick Perkins Project Manager and Jessica Hankins

**RE: RE-CIRCULATED INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION
HIRSCHDALE ROAD BRIDGES PROJECT**

1.0 INTRODUCTION

The Nevada County Department of Public Works in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the one-lane, five-span Truckee River Bridge on Hirschdale Road (Bridge #17C-0045) in Nevada County, California with a one-lane, two span bridge. The project also includes rehabilitation and seismic retrofit of the one-lane, Hirschdale Road UPRR Overhead (Bridge #17C-0046). The two bridges carry Hirschdale Road over the Truckee River and two UPRR tracks approximately 1.2 miles south of Interstate 80. Hirschdale Road provides access to the Truckee River, UPRR, U.S. Forest Service land, several private properties, and is planned to be an important link in the Nevada County portion of the Tahoe-Pyramid Bike Trail.

These bridges were constructed in 1926. Hirschdale Road has two travel lanes total 24 feet west of the bridge and changes to one travel lane to the east after the bridge. Total bridge length being that of 250 feet long. Caltrans maintenance inspection records show that the bridge is structurally deficient and requires superstructure replacement to address load rating deficiencies. In response Public Works proposes to replace the bridge with a combination of local and highway Bridge Program funds for preliminary engineering, environmental, permitting, right of way, construction, and construction engineering.

The Truckee River Bridge needs replacement to address the structurally deficient spans and channel scour concerns at the piers and the UPRR Overhead needs rehabilitation to address major deterioration in the substructure and superstructures. The project is also needed to improve safety as these bridges make up the only public access to Hirschdale Road beyond the Truckee River crossing.

1.1 ENVIRONMENTAL REVIEW

The Hirschdale Road Bridges Project by Nevada County constitutes a "project" in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. Prior to approving the project, Nevada County must conduct an environmental review of the project in accordance with CEQA to determine the appropriate type of CEQA compliance document that would be necessary for the project. In February of 2014, an Initial Study with Proposed Mitigated Negative Declaration was circulated for the project, as removal of both the Truckee River Bridge on Hirschdale Road, and the Hirschdale Road Overhead. However due to public comment and subsequent changes in the scope and size of the project, the Initial Study with Proposed Mitigated Negative Declaration was revised and is being recirculated.

RESPONSE: This document was not circulated to all interested parties. It appears only residents of Hirschdale and surrounding neighbors were notified of this recirculated initial study with proposed mitigated negative declaration. There were over 70 signatures and responses to the initial document proposed in 2014, yet on your distribution page they were not included in distribution. This does not represent the project to a number of individuals whom may have wanted to respond to this project. This should be recirculated, and additional 30-day response period should be opened for these responses. These individuals were in support of the bridge reconstruction.

F2

This Mitigated Negative Declaration has been prepared because it has been determined that all potentially significant impacts from implementation of the proposed project can be mitigated to less than significant levels.

PROPOSED PROJECT

Initially the two Hirschdale Road Bridges, one over the Truckee River and one over the Union Pacific Railroad (UPRR) (i.e., the Hirschdale Road Overhead), were planned for removal. After evaluation of project alternatives, which included the preparation of preliminary design plans, environmental studies and public comment, the County determined that the best project would be to replace the Truckee River Bridge and rehabilitate the Hirschdale Road Overhead, to retain and provide the necessary access to lands along Hirschdale Road and Hinton Road, north and east of the UPRR, and support the future Tahoe-Pyramid Bike Trail.

RESPONSE: The support of this bridge reconstruction and access has been a concern of the Hirschdale Community for a number of years. The benefits to the Hirschdale Community were expressed in our response to the Proposed Mitigated Negative Declaration in 2014. I have attached that response.

F3

Build-Alternative

This alternative is exactly what is needed to provide a sufficient bridge. It meets all requirements necessary to meet the standards necessary through CEQA requirements and many of the Hirschdale Community is very excited to see this project transpire after many years of evaluation. This is what is necessary to provide proper access to the many users of the Truckee River, recreational, along with the many landowners whom have had access since 1926 as a public roadway.

No-Build Alternative

The bridges would not be replaced and major deterioration in the substructure and superstructures of the Hirschdale Road Overhead would not be rehabilitated. Safety of both bridges would not be improved, and the bridges would remain structurally deficient. As well, the No-build alternative would not extend the useful life of the bridges and would inhibit public access and use of this section of Hirschdale Road and the Truckee River.

RESPONSE: This alternative would leave many landowners with land locked properties. Our safety would be compromised in the Hirschdale Community for fire access in the event of a catastrophic fire as access is currently Glenshire Drive.

F4

Environmental Factors Potentially Affected:

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in the case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

Summary of Recommended Mitigation Measures

The proposed project is subject to a variety of regulations and standards that act to reduce its potential environmental impacts. The measures taken in response to these requirements are referred to as best management practices (BMPs) and typically are applied to effects of a short-term, temporary nature that occur during construction. The impact discussion of the individual resource topics that follows in the Initial Study discusses these measures and considers these BMPs when determining the potential significance of the project's effects (i.e., the impact determination prior to consideration of mitigation measure). For resource topics or issues where there are no applicable regulatory or standard construction BMPs, or where such BMPs alone are not sufficient to reduce a potential environmental impact to a less than significant level, mitigation measures are identified that are recommended to reduce the identified impact on the resource to a less than significant level.

RESPONSE: It is understood that these impacts are effects of a short-term, temporary nature that occur during construction.

} F5

Summary of Applicable BMPs:

Preservation of Existing Vegetation, Hydraulic Mulch, Hydroseeding, Soil Binders, Straw Mulch, Silt Fence, Fiber Rolls.

RESPONSE: It is obvious all measures are being introduced to follow BMPs throughout this project and are greatly appreciated for our community during this project.

} F6

III AIR QUALITY:

To reduce potentially significant construction-related effects on air quality conditions in the project area the following mitigation measures would be implemented. Mitigation Measure AIR-1, Air-2.

RESPONSE: It appears all mitigation measures will be implemented to ensure Air Quality issues will be mitigated during this project. The construction contractor shall meet the Northern Sierra Air Quality Management District and California Air Resources Board requirements.

} F7

IV. BIOLOGICAL RESOURCES:

To avoid and minimize potential significant impacts on biological resources in the project area the following mitigation measures would be implemented. Mitigation Measure BIO-1, Mitigation Measure BIO-2, Mitigation Measure BIO-3, Mitigation Measure BIO-4, Mitigation Measure BIO-5.

RESPONSE: It appears all mitigation measures are being implemented in concern with Biological Resources.

} F8

V. CULTURAL RESOURCES:

To minimize potentially significant effects on cultural resources during construction the following mitigation measures would be implemented. Mitigation Measure CULT-1, Mitigation Measure CULT-2, Mitigation Measure CULT-3, Mitigation Measure CULT-4.

RESPONSE: It appears all Cultural Resource impacts are being implemented and mitigated from the description of Mitigation measures CULT-1 -CULT-4 will lessen this impact.

F9

VIII. HAZARDS AND HAZARDOUS MATERIALS:

To address potentially significant effects on the environment related to Hazards and Hazardous Materials the following mitigation measures would be implemented. Mitigation Measure HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5.

RESPONSE: It appears all measures are being considered to mitigate Hazard and Hazardous materials and are being implemented in this project.

F10

VIII. HYDROLOGY/ WATER QUALITY:

To offset the potential for impacts related to alteration of drainage features and storm water quality from operational activities. Mitigation Measure BIO-2, BIO-3, and the following avoidance and minimization measures will be required. Mitigation Measure WQ-1, Mitigation Measure WQ-2, Mitigation Measure WQ-3, WQ-4, WQ-5, WQ-6 and WQ-7 will be implemented.

RESPONSE: It appears all mitigation measure concerning Water Quality are being implemented concerning this project.

F11

XII. NOISE:

To address potentially significant effects from construction-related noise on nearby sensitive receptors, The Nevada County Department of Public Works will ensure the Construction Contractor implement the following mitigation measure. Mitigation Measure NOISE-1.

RESPONSE: It is stated hours of operation would be from 7:00 am to 7:00 pm on weekdays and between 8:00 am and 6:00 pm on Saturdays and Sundays. Many residents enjoy having their dinner on their decks during summer months. It is requested these hours could be from 7:00 am to 6:00 pm to allow for a quiet time during dinner hour. It is requested there is no operations on Sunday as to give one day a week without noise.

F12

XVI. TRANSPORTATION/TRAFFIC:

To minimize potentially significant construction-related transportation and circulation hazards in the project vicinity the following mitigation measure would be Mitigation Measure TRAF-1.

RESPONSE: Mitigation Measure TRAF-1 appears to be sufficient concerning Transportation/Traffic for this project.

F13

XVII. TRIBAL CULTURAL RESOURCES:

To minimize potentially significant construction-related tribal cultural resource hazards in the project vicinity the following mitigation measure would be Mitigation Measure TCR-1

RESPONSE: This would mitigate any issues with Tribal Cultural Resources (TCRs)

F14

2.0 ENVIROMENTAL EVALUATION

1. AESTHETICS:

The project would not degrade the existing visual character of quality of the area and may even improve some views by replacing the existing deteriorating Truckee River Bridge and rehabilitating the Hirschdale Road Overhead. Impacts on the existing visual character or quality of the site and its surroundings would be less than significant. There would be no impact to a scenic vista.

RESPONSE: The new bridge will change the aesthetics which will overall be an improvement of these deteriorated bridges. These bridges are very visual for the Riverfront properties and those in the environment. This project will be an Improvement to all Riverfront properties and those that utilize the area as they currently appear very neglected and unmaintained. The new bridges will be an improvement to the aesthetics to the Hirschdale area.

F15

11. AGRICULTURAL AND FORESTRY RESOURCES:

The proposed project is located in an area with rural residential uses. There is no active farming or timber harvesting within or adjacent to the project area.

III. AIR QUALITY:

Eastern Nevada County is within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), which regulates air quality for Nevada, Plumas and Sierra Counties.

None of the construction emissions are anticipated to exceed NSAQMD thresholds. However, the effects of construction activities would include increased dust fall and locally elevated levels of particulate matter downwind of construction, which would be potentially significant if unmitigated.

NSAQMD Rule 226: Dust Control requires the submittal of a Dust Control Plan to the District for approval prior to any surface disturbance, including clearing of vegetation. Implementation of Mitigation Measures AIR-1 AND AIR-2 would require compliance with this Rule and would reduce particulate emissions.

Implementation of Mitigation Measures AIR-1 AND air-2 would reduce project construction emissions to a less than significant level at both the project and cumulative level; therefore, project impacts would be less than significant with mitigation incorporated. The project is not anticipated to substantially increase criteria pollutants from construction or operational phases of the project; there fore no impacts would occur for cumulative considerable net increases in criteria pollutants. The amount of dust generated during construction would be minimal and short-term.

RESPONSE: Implementing Mitigation Measures AIR-1 and AIR-2 will mitigate issues of AIR QUALITY.

F16

IV. BIOLOGICAL RESOURCES:

Yellow Warbler, Mitigation Measure BIO-1 will be implemented. With implementation of Mitigation Measure BIO-1 impacts to the yellow warbler would be less than significant.

Willow Flycatcher, with implementation of Mitigation Measure BIO-1, impacts to the willow flycatcher would be further minimized and avoided. No impacts to willow flycatcher are anticipated.

Bald Eagle, with implementation of Mitigation Measure BIO-1 and Mitigation Measure BIO-2, impacts to the bald eagle would be further minimized and avoided. No impacts to bald eagle are anticipated.

Lahontan Cutthroat Trout (LCT). With implementation of Mitigation Measure BIO-2 impacts to LCT would be less than significant with mitigation incorporated.

Montane Riparian Habitat, with implementation of Mitigation Measure BIO-3, impacts to montane riparian would be less than significant with mitigation incorporated.

Riverine, with implementation of the Mitigation measure BIO-2 and BIO-3, impacts to the riverine community would be less than significant with mitigation incorporated. With implementation of the Mitigation Measure, BIO-1, BIO-2 and BIO-3, impacts to riparian and other sensitive natural habitats would be less than significant with mitigation incorporated.

With implementation of Mitigation Measures BIO-2, BIO-3, and BIO-4, impacts to protected wetlands would be less than significant with mitigation incorporated. With implementation of Mitigation Measure BIO-5 project impacts to native resident bat species would be less than significant with mitigation incorporated. Additionally, during the biological surveys, swallows' nests were identified on both the Truckee River Bridge and the Hirschdale Road Overhead. With implementation of Mitigation Measure BIO-1, project impacts to native swallow species would be less than significant with mitigation incorporated. With implementation of Mitigation Measure BIO-5 and BIO-1, impacts to any established native wildlife species would be less than significant. Implementation of the proposed project would not conflict with applicable ordinances, plans, or policies protecting biological resources. No impacts would occur.

RESPONSE: With all of the above mitigations implemented it is clear there will be no impacts or less than significant impacts. This study seems to have been very thorough and all considerations to wildlife have been implemented by BIO-1, BIO-2, BIO-3, BIO-4 and BIO-5.

F17

V. CULTURAL RESOURCES:

The APE (Area of Potential Effects) is established as the area of direct and indirect effects and consists of a 22.5-acre area. This includes all ground disturbance necessary for equipment and materials staging, construction access, vegetation/tree removal, temporary trestle bridge construction and removal, Truckee River Bridge (17C-0045) replacement, Hirschdale Road Overhead (17C-0046) bridge rehabilitation, installation of inside guard rails on the existing railroad rail line, temporary construction easements, and right of way acquisition. The APE is situated along Hirschdale Road, extending from Juniper Way on the west to Hinton Road on the East. The APE was revised from 129.3 acres to approximately 22.5 acres and additional archaeological survey, Native American consultation efforts and Extended Phase 1 (XPI) subsurface presence/absence testing efforts were required. Four cultural resources within the APE were identified. Truckee River Bridge 17C0045, Hirschdale Road Overhead 17C0046, Clinton Townsite, and Central Pacific Railroad CA-NEV-555/H.

There are two historical resources for purposes of CEQA within the APE: Clinton Townsite and a segment of the Central Pacific Transcontinental Railroad. No additional resources were identified within the APE. There are two historical resources and no archaeological resources within the APE which would be impacted by the project. Mitigation Measure CULT-1 shall be implemented to reduce this potential impact to less than significant level by protecting the Clinton Townsite from inadvertent construction-related impacts by excluding personnel and equipment from the resource. CULT-1 does not allow the unpaved railroad access roads which traverse through the township to be utilized as an access road during construction of the project as the XPI subsurface testing efforts found that there are no in-situ Archaeological deposits within these roads.

Mitigation CULT-2 will reduce potential project impacts to a less than significant level in the event that unanticipated cultural resources associated with the Clinton Townsite are discovered during construction. Implementation of Mitigation Measures CULT-1 and CULT-2 would ensure that the proposed project would not cause substantial adverse change in the significance of an historical resource pursuant to 15064.5. Impacts would be less than significant with mitigation incorporated.

One archaeological site was identified within the APE: the Clinton Townsite, P-29-4366. Implementation of Mitigation Measures CULT-1 and CULT-2 would ensure that the proposed project would not cause in a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5. Impacts would be less than significant with mitigation incorporated.

No paleontological resources are known to exist within the APE. Implementation of Mitigation Measure CULT-3 would ensure that the proposed Project would not directly or indirectly destroy a unique paleontological resource site or unique geologic feature. Impacts would be less than significant with mitigation incorporated.

No human remains are known to exist within the APE. Implementation of Mitigation Measure CULT-4 would ensure that construction activities associated with the proposed project would not disturb any human remains. Impacts would be less than significant with mitigation incorporated.

RESPONSE: With implementation of CULT-1, CULT-2, CULT-3 and CULT-4 Cultural Resource impacts would be less than significant.

F18

VI. GEOLOGY AND SOILS:

With the implementation of state-mandated Seismic Design Criteria no impacts would occur. The project construction activities are anticipated to have site grading to modify the existing road alignment in the vicinity of the bridge approaches, including fill slope grading, fill placement and compaction. Implementation measures BIO-2 and BIO-3 as well as BMPs identified in the SWPPP would reduce the potential for soil erosion during project construction activities; therefore, impacts would be less than significant with mitigation incorporated. The proposed project would not generate wastewater requiring disposal.

RESPONSE: Implementing the above measures would bring impacts to less than significant.

F19

VII. GREENHOUSE GAS EMISSIONS:

The project would be subject to all applicable permit and planning requirements in place or adopted by Nevada County. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant and no impacts from the project would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS:

With implementation of Mitigation Measure HAZ-1, HAZ-2, HAZ-3, HAZ-4 and HAZ-5 impacts would be less than significant with mitigation implemented.

Emergency access in the project vicinity has been designated by the Town of Truckee in coordination with Nevada County through the "Greater Truckee Area Emergency Preparedness and Evacuation Guide." According to this guide, the nearest designated primary community evacuations route begins at the intersection of Hirschdale Road and Glenshire Drive. In the event of an emergency where evacuation is

needed would travel north on Hirschdale Road and connect with Glenshire Road. Glenshire Road continues through the community of Glenshire and connects with Donner Pass Road in the Town of Truckee. From this point evacuees can access Interstate 80 to leave the area.

Residents of Hirschdale currently have a potential secondary route to leave and enter the community; however, this access is not viable as emergency route as it is blocked at three separate locations by security gates. Residents would travel east on Hirschdale Road over the Truckee River Bridge and Hirschdale Road Overhead and turn north onto Hinton Road. Hinton Road continues under I-80 and connects with West Hinton Road which then continues until this road connects with Stampede Meadows Road. This secondary route is longer than the designated primary community evacuation route and is mostly compromised of unpaved roads that are more difficult to pass with lower clearance vehicles. Additionally, this route currently traverses the gated Boca Quarry.

RESPONSE: Having a secondary escape route implemented would be a good idea. If the primary escape route was compromised there would be a necessity for a secondary escape route. Implementing a secondary route would protect lives. Implementing locked gates to be opened and unlocked in the event of an emergency should be implemented as a plan of secondary escape route. Especially with the new bridge access.

F20

IX. HYDROLOGY AND WATER QUALITY:

The project site is within the jurisdiction of the Lahontan Regional Water Quality Control Board under the direction of the California State Water Resources Control Board. Development of the proposed project would include the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead. The project will disturb greater than

On acre; therefore, a Construction Storm Water General Permit is required, consistent with Construction General Permit Order issued by the State Water Resources Control Board to address storm water runoff. The permit will address clearing, grading, grubbing and disturbances to the ground, such as stockpiling, or excavation. This permit will also require the County to prepare and implement a SWPPP with the intent of keeping all products of erosion from moving off site into receiving waters. The SWPPP includes BMPs to prevent construction pollutants from entering storm water runoff. The project will also follow permits acquired from the U.S. Army Corps of Engineers (USACE) for Section 401 of the Clean Water Act (CWA) and CDFW Section 1602 Streambed Alteration Agreement. WQ-1 to WQ-7 is required to ensure the project impacts will be less than significant with mitigation.

No substantial alterations of the existing drainage patterns on site will occur. The project will not alter the course of the Truckee River. The project is anticipated to have no impact on the rate of surface runoff or flooding as a result of altered drainage patterns.

Implementation of mitigation measures BIO-2, BIO-3 and WQ-1 through WQ-7 would reduce the impacts related to erosion or siltation to less than significant with mitigation incorporated.

X. LAND USE AND PLANNING:

The proposed project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. Project Construction would not physically divide the community. No impacts would occur. The proposed project does not involve a change in land use and the project is planned in accordance with Nevada County General Plan. The project would not conflict with applicable land use plans, policies, or regulations. No impacts would occur.

XI. MINERAL RESOURCES:

The proposed project is located on land that is zoned for residential/agricultural and open space. No loss of availability of mineral resources will occur from proposed project activities within the project area. No impacts to mineral resources that would be of value to the region and residents of the State would occur.

XII. NOISE:

Project-related construction activities could result in substantial temporary or periodic increases in ambient noise levels. As shown in the impact discussion of Section I.a), these noise levels could range up to 93DBA Lmax at a distance of 50 feet from an active project area. With implementation of Mitigation Measure NOISE-1, temporary noise impacts would be less than significant; therefore, the project impacts would be less than significant with mitigation incorporated.

XIII. POPULATION AND HOUSING:

The proposed project would improve traffic safety for vehicles due to replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road Overhead, which are both functionally deficient. No new homes or developments are proposed as part of this project. The proposed project would not induce population growth in the area. The proposed project site is located within land designated as Open Space (OS), Interim Development Reserve (IDR), and Residential Agricultural (RA). The proposed project would continue to provide road access to a previously accessible portion of the County and would not result in expansion of the roadway network that may result in an increase in population and or housing. Therefore, the project would have no impact on population and housing.

XIV. PUBLIC SERVICES:

The proposed project would replace the existing Truckee River Bridge and rehabilitate the existing Hirschdale Road Overhead, both structurally deficient bridges. The proposed project would not increase demand for public services, nor degrade the quality of existing public services. There are no recreational areas or public facilities located within the project vicinity that would be impacted by the proposed project. No impacts would occur.

XV. RECREATION:

During construction, access to vehicular, pedestrian, and bicyclist traffic along Hirschdale Road over the Truckee River, will remain open to recreational enthusiasts through the use of the project temporary trestle. Access to and from the eastern and western banks of the Truckee River will continue through construction. Only temporary closures for construction activities may take place for short durations. The project will require some restrictions of pedestrian or recreational access for safety purposes directly under and within the surrounding construction areas of the Truckee River Bridge during construction activities, but these restrictions will only be temporary. Therefore, no impacts to recreational access will occur.

RESPONSE: There are four rafting companies that have access to this portion of the river that could be impacted by the temporary closures. How will we be notified of the temporary closures.

F21

XVI. TRANSPORTATION/TRAFFIC:

The proposed project would not conflict with policies supporting alternative transportation. The proposed project is located in rural Nevada County and alternative forms of transportation are not readily available in this area. Pedestrians and bicyclists will continue to share the roadway after the

proposed project has occurred, and the bridge will be equipped with pedestrian/bicyclist safety railings on either side of the bridge on top of the bridge traffic barriers. No impact would occur.

XVII TRIBAL CULTURAL RESOURCES:

The cultural resources report research did not identify any tribal cultural resources (TCRs) within the APE. By incorporating Mitigation Measures CULT-1, CULT-2, and CULT-3 and Mitigation Measure TCR-1 impacts to TCRs would be reduced to less than significant, should they be encountered during construction.

XVIII. UTILITIES AND SERVICE SYSTEMS:

Solid waste debris generated during project construction would be collected and hauled to the TTSD MRF. Any debris that could be recycled, would be, and thus would help Nevada County maintain a solid waste diversion rating above 50 percent. All non-recyclable material generated during construction would then be hauled to and out of the county landfill for disposal. The proposed project would comply statutes related to solid waste disposal and recycling. Therefore, no impact would occur. The proposed project does not include features that would generate wastewater.

RESPONSE: Our utilities are provided through Liberty Utilities, Truckee Donner Public Utility District and Tahoe Truckee Sierra disposal.

F22

XIX. MANDATORY FINDINGS OF SIGNIFICANCE:

Development of the proposed project would comply with all local, state and federal laws governing general welfare and environment protection. The project will not substantially reduce habitat for fish or wildlife, cause wildlife populations to decrease, threaten plant and animal communities, restrict plant and animals' range, or eliminate important examples of California's history or prehistory.

During construction, the project has the potential for significant impacts to biological and cultural resources. Potential significant impacts to biological and cultural resources would be mitigated to levels that are less than significant with mitigation incorporated by implementing Mitigation measures BIO-1 through BIO-5, CULT-1 through CULT-4, TCR-1 and WQ-1 through WQ5.

MITIGATION MONITORING AND REPORTING PROGRAM: All mitigation measures listed.

RESPONSE: Will these monitoring records be available for the public?

F23

APPENDIX D – DISTRIBUTION LIST: This distribution list did not include the interested parties whom replied to the last MND presented. This would bring in a possible larger amount of public comments in support of these bridges. It is stated above it would seem this should be redistributed to include these interested parties and give a 30 -day extension on response to the Recirculated MND. Attached is an email list of the interested parties and their responses to last MND.

F24

Figure 3 Area of Potential Effects and Figure 3 Project Features these maps have a little diversity in their depiction of the project area and what areas are affected. Will the property owners shown in these illustrations be contacted as to the affects this could have on their private properties? Are septic tank locations being considered as they are near this project area as designated on maps.

F25

The Initial Study is deficient in explaining once these bridges are completed how this roadway will be maintained. Will this project area be paved? Will this area of roadway have snow removal? Is this project area included in the Maintained roadway system?

F26

Garbage collection has been brought up in previous MND along with restroom facilities. There is garbage left by recreational users. Our Truckee River Corridor is compromised with this garbage. Having garbage receptacles could help eliminate this impact to the Truckee River. Having restroom facilities has also been approached in the past, as it is seen daily fisherman using the riverbanks as a restroom. There are a number of fishermen daily whom use this River for recreation and having a few Santi huts would help eliminate the issue of human feces being deposited on our riverbanks.

F27

Overall this Recirculated Initial Study with Proposed Mitigated Negative Declaration was very Clear and concise. Implementations of Mitigations are very thorough and explaining all agencies involved in the project shows this is being considered by NEPA and CEQA requirements and regulations.

In the past we had informational meetings to discuss the updates to the project and what to expect. Unfortunately, this time we did not have an informational meeting as to where we could address questions prior to distribution of the MND. Some of the issues we feel are deficient could have been included in this study. We have not seen an actual photo of the bridge project and what the final appearance would be. In the past we also were able to give input on the appearance as this is going to be in the Hirschdale Community and we all will drive past this daily. Having a photo illustration in this study for review should have been included.

F28

The Bocca Quarry is a concern and has been for all in Hirschdale and surrounding areas. In our 2014 response the letter from their attorney stating they would not use Hirschdale Road for their mining operation ever was part of that response and has been included in this report. The mining permit limited usage of this road for their mining operations. Having these bridges rehabilitated and replaced is a concern for mining operations. We once again want to be assured there will be no mining operations allowed over the newly constructed bridge and rehabilitated bridge.

F29

We are very excited to see the progress of this project and completion. This has been in progress for a number of years with many different plans since 2006. Thank you for all you have done to proceed and work toward a final project.

Attached is a signature page in support of this response to the Recirculated Initial Study with Proposed Mitigation Negative Declaration. We support this Study to have a Mitigated Negative Declaration.

Attachments:

Response May 26, 2019

Distribution List

List of Abbreviations

emails giving permission for signatures in support of Recirculated Initial Study with Proposed Mitigated Negative Declaration.

List of emails for other interested parties from 2014

Some responses from last MND 2014 supporting construction of bridge

Response from 2014

F30

SIGNATURES OF THE HIRSCHDALE COMMUNITY IN AGREEMENT TO
THIS RESPONSE TO THE MND

Mary Pizarra

Mary Pizarra

Anthony Pizarra

Suzanne R. Fighetti

Richard A. Fighetti

Julio M. Garcia

Frank Pizarra

Hirschdale Residents

Donna Abare Fleig

Gordon E. Fleig

John Anderson

Steve

Christine Kauch

Maxine Lix

Randy Mezer

Dave Tranquilla

James M. G.

John J. Caspell

Thomas B. B.

Justin Anderson

10867 Floriston Ave Hirschdale

Jim Davis

Martha McBride

Ann McBride

Ted McBride

Alexandrea Fredenice

Adrian Castro

Greg Lamb

Vicki Lamb

Julie Cleghorn

Adam Cleghorn

Robert Remond

Donald Legg

Virginia Legg

Thomas J. Guman

Chuck Kelly



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com**

Sean Powers
Community Development Agency Director

Trisha Tillotson
Director of Public Works

**NOTICE OF INTENT TO ADOPT AN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Project Name: Hirschdale Road Bridges Project
Bridge Number 17C-0045 and 17C-0046

NOTICE IS HEREBY GIVEN that the County of Nevada, as a lead agency, is circulating for public review a Draft Initial Study/Proposed Mitigated Negative Declaration (IS/MND) in accordance with the California Environmental Quality Act (CEQA) for the proposed Hirschdale Road Bridges Project. The analysis within the Draft IS/MND finds that all potential environmental effects are less than significant or can be mitigated to less than significant levels by incorporation of mitigation measures.

Project Location: The project site is located in Eastern Nevada County approximately 6 miles east of the Town of Truckee and encompasses two adjacent sites located on Hirschdale Road: Truckee River Bridge (Bridge Number: 17C-0045), and Hirschdale Road Overhead (Bridge Number 17C-0046).

Project Description: Initially, the two Hirschdale Road bridges, one over the Truckee River and one over the Union Pacific Railroad (UPRR) (i.e., the Hirschdale Road Overhead), were planned for removal. After evaluation of project alternatives, which included the preparation of preliminary design plans, environmental studies and public comment, the County determined that the best project would be to replace the Truckee River Bridge and rehabilitate the Hirschdale Road Overhead, to retain and provide the necessary access to lands along Hirschdale Road and Hinton Road, north and east of the UPRR, and support the future Tahoe-Pyramid Bike Trail.

Public Review: Dokken Engineering has prepared a draft IS/MND for the Nevada County Department of Public Works for the project identified above to assess the potential project impacts to the environment and community. A public meeting was held on September 20, 2017. Since this meeting, the Project has been update as described above. The draft IS/MND is being circulated for a 30-day public review period, from April 26, 2019 to May 27, 2019. Comments must be received by 5 p.m. on the last day of the comment period, May 27, 2019. The IS/MND prepared for this project and the documents used in preparation of the IS/MND can be reviewed at the Nevada County Public Works Department, 950 Maidu Ave., Nevada City, CA or online at <http://dokkenbridges.com/nevada-county/>. Nevada County is inviting comments on the adequacy of the IS/MND. Interested parties may submit their comments to Jessica Hankins, Public Works Project Manager, at Jessica.Hankins@co.nevada.ca.us or at Nevada County Public Works, 950 Maidu Avenue, Suite 170, Nevada City, CA 95959.

Final IS/MND: Following close of the public comment period, responses to comments received on the Draft IS/MND will be prepared and together with any corresponding revisions to the Draft IS/MND will constitute a Final IS/MND. The Final IS/MND will be considered at a Board of Supervisors meeting, for which the date has not yet been set.

APPENDIX D - DISTRIBUTION LIST

A copy of the Notice of Availability has been distributed to all residents and home owners within 500 feet of the project area, and the following agencies, organizations, interested groups, and businesses.

NEVADA COUNTY DEPARTMENT OF PUBLIC WORKS 950 MAIDU AVENUE NEVADA CITY, CA 95959-8600	U.S. ARMY CORPS OF ENGINEERS – SACRAMENTO DISTRICT 1325 J STREET, RM 1350 SACRAMENTO, CA 95814
CALIFORNIA STATE OF C/O DEPT FISH & GAME 1416 NINTH ST SACRAMENTO, CA 95814	U.S. FISH AND WILDLIFE SERVICE 650 CAPITOL MALL, 8 TH FLOOR SACRAMENTO, CA 95814
STATE CLEARINGHOUSE OFFICE OF PLANNING AND RESEARCH 1400 TENTH STREET P.O.BOX 3044 SACRAMENTO, CA 95812-3044	LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD SOUTH LAKE TAHOE OFFICE 2501 LAKE TAHOE BLVD SO. LAKE TAHOE, CA 96150
KEVIN YODER UNION PACIFIC RAILROAD 9451 ATKINSON STREET ROSEVILLE, CA 95747	DARREL CRUZ WASHOE TRIBE OF NEVADA AND CALIFORNIA 919 US HWY 395 SOUTH GARDNERVILLE, NV 89410
ADRIANO E TRSTE CASTRO 309 MIRA VISTA WAY SOUTH SAN FRANCIS, CA 94080	ADRIANO E TRSTE CASTRO OR CURRENT RESIDENT 10890 JUNIPER WAY TRUCKEE, CA 96161-1744
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10830 FLORISTON AVE TRUCKEE, CA 96161-4506	ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10846 JUNIPER WAY TRUCKEE, CA 96161-1744
ANTHONY & MARY RIVARA POB 5522 RENO, NV 89513	TERRY GARCIA 10800 JUNIPER WAY TRUCKEE, CA 96161-1744
CYNTHIA A OCONNELL 10210 THOMAS DR TRUCKEE, CA 96161	CYNTHIA A OCONNELL OR CURRENT RESIDENT 10831 FLORISTON AVE TRUCKEE, CA 96161-4513
DIANE M & DUANE N TRSTES BRUNSON 10931 FLORISTON AVE TRUCKEE, CA 96161	GARY P TRSTE RIVARA 9 CONCHITA CT NOVATO, CA 94947
GARY P TRSTE RIVARA OR CURRENT RESIDENT 10874 JUNIPER WAY TRUCKEE, CA 96161-1744	GORDON E FLEIG OR CURRENT RESIDENT 10811 FLORISTON AVE TRUCKEE, CA 96161-4513
GREGORY M & LISA L TRSTES LAMB 10866 FLORISTON AVE TRUCKEE, CA 96161-4506	JAMES E & JOYCE R TRSTES TEEL 115 VOLCANO RIDGE GRANITE BAY, CA 95746

JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11088 ICELAND RD TRUCKEE, CA 96161	JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11221 MARTIS PEAK RD TRUCKEE, CA 96161
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 16274 HINTON RD TRUCKEE, CA 96161	JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 16388 HINTON RD TRUCKEE, CA 96161
JASON M CAMPBELL 11010 JUNIPER WAY TRUCKEE, CA 96161-1751	JENNIFER M FREEMAN OR CURRENT RESIDENT 10793 HIRSCHDALE RD TRUCKEE, CA 96161
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10818 JUNIPER WAY TRUCKEE, CA 96161-1744	JERRY N & JIMMIE L BLAKELEY 10771 HIRSCHDALE RD TRUCKEE, CA 96161-4501
ANTHONY & MARY RIVARA OR CURRENT RESIDENT 10955 JUNIPER WAY TRUCKEE, CA 96161	JOHN R FINNEMORE 2155 48TH AVE SAN FRANCISCO, CA 94116
CALIFORNIA STATE OF OR CURRENT RESIDENT 11308 ICELAND RD TRUCKEE, CA 96161	LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10867 FLORISTON AVE TRUCKEE, CA 96161-4513
DIANE M & DUANE N TRSTES BRUNSON OR CURRENT RESIDENT 10909 FLORISTON AVE TRUCKEE, CA 96161-4508	LAURA C KIRBY OR CURRENT RESIDENT 10821 FLORISTON AVE TRUCKEE, CA 96161-4513
GARY P TRSTE RIVARA OR CURRENT RESIDENT 10864 JUNIPER WAY TRUCKEE, CA 96161-1744	LOUIS J PARKER POB 5071 RENO, NV 89513
GORDON E FLEIG POB 2455 TRUCKEE, CA 96160	MELANIE W SAUNDERS 3714 W PINE BROOK WAY HOUSTON, TX 77059
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 10681 HIRSCHDALE RD TRUCKEE, CA 96161	MFT REVOCABLE LIVING TRUST OR CURRENT RESIDENT 11555 HIRSCHDALE RD TRUCKEE, CA 96161
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 11230 HIRSCHDALE RD TRUCKEE, CA 96161	R E & MARTHA MCBRIDE 8191 BELDEN BLVD COTTAGE GROV, MN 55016
JAMES E & JOYCE R TRSTES TEEL OR CURRENT RESIDENT 17555 GLENSHIRE DR TRUCKEE, CA 96161	RICHARD A & SUZANNE TRSTES FIGLIETTI 9434 VALLE VISTA ST WINDSOR, CA 95492

JENNIFER M FREEMAN POB 10456 TRUCKEE, CA 96162	RICHARD H & MARY E TRSTES FEHRT OR CURRENT RESIDENT 10941 FLORISTON AVE TRUCKEE, CA 96161-4508
JOHN N & MIRIAM H MINNIS OR CURRENT RESIDENT 10949 FLORISTON AVE TRUCKEE, CA 96161-4508	JOHN N & MIRIAM H MINNIS P O BOX 2170 TRUCKEE, CA 96160
JOHN R FINNEMORE OR CURRENT RESIDENT 10905 FLORISTON AVE TRUCKEE, CA 96161	LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10791 FLORISTON AVE TRUCKEE, CA 96161-4538
LARRY S & CHERYL J ANDRESEN OR CURRENT RESIDENT 10953 FLORISTON AVE TRUCKEE, CA 96161-4508	LARRY S & CHERYL J ANDRESEN POB 34047 TRUCKEE, CA 96160
LAURA C KIRBY C/O KIRBY INVESTMENT INC POB 2663 TRUCKEE, CA 96160	LOUIS J PARKER OR CURRENT RESIDENT 11018 JUNIPER WAY TRUCKEE, CA 96161-1751
MATTHEW JACOBS 155 MARMOT DR RENO, NV 89523	MATTHEW JACOBS OR CURRENT RESIDENT 10960 JUNIPER WAY TRUCKEE, CA 96161-1744
MELANIE W SAUNDERS OR CURRENT RESIDENT 11058 JUNIPER WAY TRUCKEE, CA 96161-1751	MFT REVOCABLE LIVING TRUST C/O RANDOLPH J MEZGE 824 2ND ST VERDI, NV 89439
MFT REVOCABLE LIVING TRUST OR CURRENT RESIDENT 11837 ICELAND RD TRUCKEE, CA 96161	PETER H TRSTE RIVARA 10930 FLORISTON AVE TRUCKEE, CA 96161-4507
R E & MARTHA MCBRIDE OR CURRENT RESIDENT 10877 FLORISTON AVE TRUCKEE, CA 96161-4513	RACHEL R BECKMAN 10849 FLORISTON AVE TRUCKEE, CA 96161-4513
RICHARD A & SUZANNE TRSTES FIGLIETTI OR CURRENT RESIDENT 10944 JUNIPER WAY TRUCKEE, CA 96161-1744	RICHARD H & MARY E TRSTES FEHRT 8320 MIDLAND RD GRANITE BAY, CA 95746
RICHARD J MCELHINNIE OR CURRENT RESIDENT 11042 JUNIPER WAY TRUCKEE, CA 96161-1751	RICHARD J MCELHINNIE 11616 N ALPINE RD STOCKTON, CA 95212
RICHARD T & MISTIE D BROWN OR CURRENT RESIDENT 10928 JUNIPER WAY TRUCKEE, CA 96161-1744	RICHARD T & MISTIE D BROWN POB 9422 TRUCKEE, CA 96162

ROGER WILLIAMS OR CURRENT RESIDENT 10952 JUNIPER WAY TRUCKEE, CA 96161-1744	RONALD D & VIRGINIA S TRSTE LEGG OR CURRENT RESIDENT 10909 HIRSCHDALE RD TRUCKEE, CA 96161
RONALD D & VIRGINIA S TRSTES LEGG OR CURRENT RESIDENT 10965 FLORISTON AVE TRUCKEE, CA 96161-4508	RONALD D & VIRGINIA S TRSTES LEGG OR CURRENT RESIDENT 10968 FLORISTON AVE TRUCKEE, CA 96161-4507
KEVIN JOHNSTON 2288 BUENA VISTA AVE LIVERMORE, CA 94550	AT&T (TELEPHONE) ATTN: ASTRID WILLARD 2700 WATT AVE, ROOM 3473-11 SACRAMENTO, CA 95821
ROGER WILLIAMS 9310 ROCK SPRINGS RD NEWCASTLE, CA 95658	GENE WHITEHOUSE IN CARE OF MARCOS GUERRERO – UAIC 10702 INDIAN HILL ROAD AUBURN, CA 95603
RONALD D & VIRGINIA S TRSTES LEGG 1340 PRINCESS AVE RENO, NV 89502	LIBERTY UTIL CALEPCO ELECTRICAL ATTN: ANDREW GREGORICH 933 ELOISE AVE SO. LAKE TAHOE, CA 96150

APPENDIX B - LIST OF ABBREVIATIONS

AB 52	Assembly Bill 52
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos Containing Material
ADL	Aerially Deposited Lead
APE	Area of Potential Effects
ASR	Archeological Survey Report
BA	Biological Assessment
BFM	Bonded Fiber Matrix
BMPs	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CCR	California Code of Regulations
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
CH ₄	Methane
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	Carbon dioxide
CRHR	California Register of Historic Resources
CSST	Certified Site Surveillance Technician
CWA	Clean Water Act
dB	decibel
dBA	Weighted decibel
DSA	Disturbed Soil Area
DTSC	Department of Toxic Substance Control
EDR	Environmental Data Report
EIR	Environmental Impact Report
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
GHG	Greenhouse Gases
HFCs	Hydrofluorocarbons
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
LCP	Lead Containing Paint
LCT	Lahontan Cutthroat Trout
L _{dn}	Day Night Level
LSA	LSA Associates, Inc.
MLD	Most Likely Descendent

MMT	Million Metric Tons
MND	Mitigated Negative Declaration
mph	Mile per hour
MRF	Eastern Regional Landfill Materials Recovery Facility
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NES	Natural Environmental Study
NHPA	National Historic Preservation Act
N ₂ O	Nitrous oxide
NO ₂	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NSAQMD	Northern Sierra Air Quality Management District
PM (2.5 and 10)	Particulate matter
ROW	Right-of-way
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TTSD	Tahoe Truckee Sierra Disposal
UAIC	United Auburn Indian Community of Auburn Rancheria
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

[REDACTED]

From: [REDACTED]
Sent: Sunday, June 09, 2019 7:22 AM
To: [REDACTED]
Subject: RE: Hirschdale Bridges

From: [REDACTED]
Sent: Thursday, June 06, 2019 4:01 PM
To: [REDACTED]
Subject: Re: Hirschdale Bridges

Hello Cheryl You have my permission to add my signature to your response letter and thanks for carrying the water in this matter. Thanks again Steve& Christine Rauch at 15970 Woodbridge Ct. Truckee 96161

[REDACTED]

From: [REDACTED]
Sent: Friday, June 07, 2019 5:34 AM
To: [REDACTED]
Subject: Re: Hirschdale Bridges

Cheryl, thanks so much for forwarding this.

I support the bridge construction project and agree with your responses. Please add my signature to your response letter.

Thanks!
Dave Tranquilla

Glenshire Resident

On Thursday, June 6, 2019, 10:22:24 AM PDT, [REDACTED] wrote:

Hello all,

I am notifying you because you were noticed in 2014 by email from Linda Bauer of an update on the Hirschdale bridges. **There is a new project and Initial Study being circulated.** I have attached the current letter from the Community Development Agency. I contacted the person in charge of the public comments and she would not forward this information to you all. I gave her this list from 2014 of interested parties. I know you all showed a huge interest in 2014 so I felt compelled to forward this information to you all. She is stating she wants comments by Monday, June 10. I realize this does not give you much time to respond. Here is the link to this project and the Draft Proposed Initial Study. At this time, the County is asking for input as to the completeness of this study.

I am attaching my response which addresses the fact none of you were notified even though in 2014 you were obviously an interested party.

Here is the link. You should be able to just click on it if not copy and paste to your browser.

http://dokkenbridges.com/nevada-county/Hirschdale_ISMND_2019-04-24.pdf

[REDACTED]

From: Maxine [REDACTED]
Sent: Friday, June 07, 2019 11:46 AM
To: [REDACTED]
Subject: Re: Hirschdale Bridges

Yes, thanks.
You made it clear for me.
It seems to me that the study is complete. You can add my name to your response.

My new email is jandmrix66@sbcglobal.net.
I cannot open attachments at my old email of mrix@sbcglobal.net.

From: [REDACTED]
Sent: Friday, June 07, 2019 8:02 AM
To: "Maxine" [REDACTED]
Subject: RE: Hirschdale Bridges

> Maxine they are rebuilding the first bridge and rehabilitation the second.
> This document is explaining the process. It affects mostly Hirschdale
> as far as construction, But as it states can be closed temporarily at
> times They will have a temporary bridge during construction. The
> point in public comment is to state if you feel the Study is complete
> or if you have questions you address them with your questions in a
> letter.
> The final study will have addressed
> any questions or concerns to the study. Hope this helps.
> Cheryl
>
> -----Original Message-----
> **From:** Maxine [REDACTED]
> **Sent:** Thursday, June 06, 2019 5:48 PM
> **To:** [REDACTED]
> **Subject:** Re: Hirschdale Bridges
>
> I am overwhelmed with the pages of study.
> What exactly is the meaning of this? Have they changed their mind on
> going forward this project?
> I certainly do not want the bridges torn down for a number of reasons.
>

> -----
> **From:** [REDACTED]
> **Sent:** Thursday, June 06, 2019 5:35 PM
> **To:** [REDACTED]
> **Subject:** Fw: Hirschdale Bridges
>

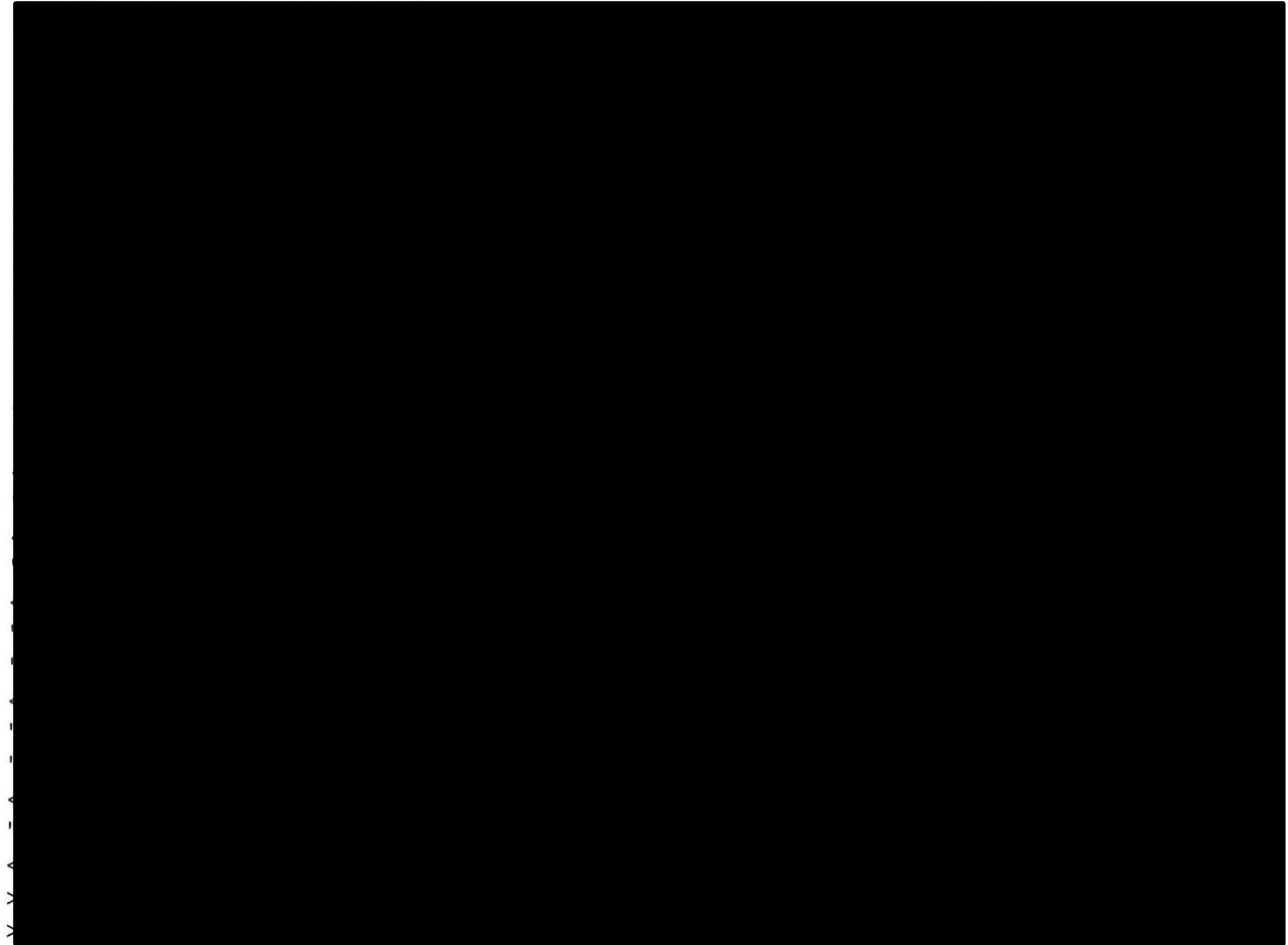
>>
>>

>> --- On Thu, 6/6/19, [REDACTED]

Sent from my iPhone

Begin forwarded message:

> From: Linda Bauer [REDACTED]
> Date: July 1, 2014 at 4:27:37 PM PDT



>
> Hello,
>
> Please find enclosed herein the current status update for the Hirschdale Bridges Removal and Alternate

Access Project – Mitigated Negative Declaration.

>

> If you have any questions please contact David A. Garcia, Jr. at (530) 265-7038 or email at david.garcia@co.nevada.ca.us.

>

> Thank you,

> Linda Bauer

> Senior Office Assistant

> Nevada County Public Works Department

> 950 Maidu Avenue

> Nevada City, CA 95959-8617

> (530) 265-1447

> (530) 265-9849

>

>

>

>

>

>

Don Boehm ✓

David,

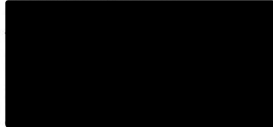
I have to respond to your email below. I find it incredulous that if indeed you had meetings with both the Forest Service and the Boca Shooters Association as indicated in your email lower down, that the potential for environmental damage was not the #1 topic of concern. This was the primary reason for the creation of the Boca Shooters Association in conjunction with the Forest Service who installed the gate for this specific reason!

If need be, I still have all my records from this time period which discuss the need for action to address the environmental impact the garbage/ trash had created to the point the Forest Service was looking to close it down and would be willing to have them entered into the record.

I'll look for your reply.

Sincerely,

Don Boehm



From: David Garcia [mailto:David.Garcia@co.nevada.ca.us]
Sent: Thursday, June 05, 2014 3:29 PM
To: Don Boehm
Cc: 'Jennifer Boehm'; Steven Castleberry; Joshua Pack; jongearge@fs.fed.us
Subject: RE: File # 224014

Mr. Boehm,

To my knowledge the environmental document does not currently address illegal dumping. We will evaluate all comments received and provide a formal response at the close of the public comment period. If a potential environmental impact is identified during the public comment period that was not adequately addressed in the document we will evaluate the issue and if necessary make the appropriate modifications to ensure that the project as will not have a significant effect on the environment.

David A. Garcia, Jr.

*Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-7038 - office
(530) 265-9849 - fax*

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From: Don Boehm [REDACTED]
Sent: Thursday, June 05, 2014 2:52 PM
To: David Garcia

Cc: 'Jennifer Boehm'; Steven Castleberry; Joshua Pack; Don Boehm [REDACTED]
Subject: RE: File # 224014
Importance: High

David,

Thank You for your rapid response. Maybe I missed something in the document, could you send or direct me to the specific verbiage that address's my concern and how it is going to be mitigated?

Thank You.

Sincerely,

Donald Boehm
[REDACTED]

From: David Garcia [mailto:David.Garcia@co.nevada.ca.us]
Sent: Thursday, June 05, 2014 2:43 PM
To: Don Boehm
Cc: Jennifer Boehm; Steven Castleberry; Joshua Pack
Subject: RE: File # 224014

Mr. Boehm,

We value your input and we will be responding to all comments formally at the close of the public comment period. We worked with the forest service and the shooting group early in the design phase of the project. We also meet with the Forest Service and shooting group at the upper and lower shooting areas to discuss their concerns. The environmental document and the proposed mitigation was completed in May 2014. The forest service was sent a notice of availability for the Initial Study/Mitigated Negative Declaration and I anticipate that they will be providing comments on the document as well.

Please feel free to give me a call if you have any additional questions regarding the project.

David A. Garcia, Jr.

*Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-7038 - office
(530) 265-9849 - fax*

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From: Don Boehm [REDACTED]
Sent: Thursday, June 05, 2014 1:37 PM
To: David Garcia
Cc: Don Boehm ; Jennifer Boehm
Subject: File # 224014
Importance: High

David,

Per our previous phone conversation a couple of weeks ago, you may recall that I am one of the property owners on the Hinton Road portion of the above referenced project. I followed your directions to the project on your web-site and downloaded the appropriate information pertaining to the Hinton Road portion. Also as per our conversation you said that the US Forest Service was also current on your proposed mitigation. I spoke with Jon George of the Forest Service this morning and he was just becoming aware of this proposed mitigation and is spending today to review it. He said it has been two or three years since the last time they were requested for any input.

I would like to briefly express my concerns:

As a brief history of Hinton Road usage, this area had been an area where people would bring up anything and everything including small to very large appliances , TV's and even automobiles. Then they would proceed to shoot them into oblivion and discard them there. The amount of debris was incredible. I purchased my land in 1998 and was approached by the Forest Service and a number of local shooters to do something about access and the continual buildup of trash & garbage left behind by shooters. The outcome was the formation of the Boca Shooter's Association which partnered with the Forest Service to clean up the garbage, install the gate at the entrance to Hinton Rd. to control and minimize nonmembers from bringing large & banned objects up to the upper range. We also with the help of equipment loan from the Town of Truckee and Caltrans were able to improve the initial washed out access to a decent dirt road for emergency vehicle access.

I would encourage you to tour the area, specifically looking at the kind of litter/waste and quantity of it from the lower range where people can walk in carrying their shoot'em up items versus the upper range which has the restriction of needing a key to the lock at the gate to gain access. My concern as a property owner adjacent to the upper shooting area is that what has been a decent program over the last 12 to 14 years to keep the shooting area in a somewhat manageable condition will with the removal of the gate revert back to a land disposal area allowing both undesirable items and persons into close proximity to my property.

I believe there needs to be more discussion between the Forest Service & the Planning Department to develop a manageable plan for the shooting area if it is to be opened up to the general public. Because one thing I have already had to respond to is that the public is never satisfied with what is offered and they just keep expanding the zone. I have had to address trespasser's who expanded onto my property to shoot skeet. I would expect with the gate removal that the total numbers of people going out to shoot will increase dramatically at the upper range which will also increase the likelihood of trespassing through expansion.

I want to thank you for this opportunity to express my main concern and look forward to your response.

Sincerely,

Don Boehm



✓
David Garcia

From: Neil Doerhoff [REDACTED]
Sent: Sunday, June 15, 2014 1:54 PM
To: David Garcia
Subject: Draft EIR comments on Hirschdale Road Bridges Removal and Alternative Access Construction Project
Attachments: Teel Trust-Hirschdale bridge abandon-2.pdf; ATT00001.htm

Begin forwarded message:

From: Neil Doerhoff [REDACTED]
Subject: Draft EIR comments on Hirschdale Road Bridges Removal and Alternative Access Construction Project
Date: June 15, 2014 at 1:50:35 PM PDT
To: dgarcia@co.nevada.ca.us
Cc: Richard Anderson <richard.anderson@co.nevada.ca.us>

Mr Garcia:

Pursuant to the County notice for comment on the draft EIR for the Hirschdale Road Bridges Removal and Alternative Access Construction Project, attached are the comments of the impact on the Teel Family Trust parcels that are affected on both sides of the Truckee River.

Please review and let me know if you require any clarification, or have any questions. Also, please keep us informed as this process moves forward. This is the first notice I have received on this since my meeting with Mr. Ted Owens 4 years ago.

NEIL DOERHOFF
[REDACTED]

Teel Family Trust



June 15, 2014

(via email)

Mr. David Garcia
Nevada County
950 Maidu Avenue
Nevada City, CA 95959-8617

RE: Comments on draft EIR for Hirschdale Road Bridges Removal and Alternative Access Construction Project

Mr. Garcia:

We own the property on both sides of the Truckee River where the bridges are located. The overall affect of this demolition and removal will be to essentially cut off the approximately 100 acres that the Teel Family Trust ("TFT") owns on the north side of the Truckee River from the approximately 3,900 acres that the TFT owns on the south side of the Truckee River. The planned "new" route through Boca and through the Teichert Aggregate pit, is not considered access as far as we are concerned, since it is about a 10 mile detour, and about a 30 - 45 minute trip, just to access the 100 acres on the north side of the Truckee River. Additionally, portions of our parcels will become completely landlocked between the railroad tracks and the Truckee River, on the north side.

As a bit of background, I met with Mr. Ted Owens (then Fifth District Supervisor), and County Principal Civil Engineer, Steve Castleberry, in 2010, about this when we first heard of the possibility of loss of access (and I don't recall seeing any further official notices from the County until this one). When we met (we also discussed the Iceland Road access issue - see below), it was just a general discussion, and I indicated that we would object to the abandonment because of the reasons noted above. One possible mitigation that we discussed was to exchange our property on the north side of the Truckee River with Sierra Pacific Power (now NV Energy) - see Exhibit 3 attached, for a similar parcel owned by them on the south side of the Truckee River, that abutted the TFT property. The reason this made sense is their parcel on the south side was the only parcel they owned on the south side, and they also owned the adjoining parcel on the north side of the Truckee River. This is explained in detail, and with maps, in the attachments. After 2 years of frustration, I gave up - they just said they were not interested - no real reason given.

To help you better understand our concerns, and the affect it will have on the TFT property, I have attached the following -

- Exhibit 1 2010 map submitted by Teichert Aggregate for their pit expansion
- Exhibit 2 A topographic map showing all of the indicated properties
- Exhibit 3 2010 email (w/parcel map exhibits 3.1, 3.2, & 3.3) to Mr. Matt Gingerich at NV Energy requesting an exchange of properties.

Our request with this letter is as follows –

First - The TFT objects to the abandonment and removal of the 2 bridges on Old Hinton Road, as contemplated by the County, for the reasons stated in paragraph 1 above. An action by the County to abandon and remove these bridges will force the TFT to review possible other remedies against the County to remediate this action.

Second - If the County should proceed with the abandonment and removal, in addition to any remedies pursued as noted above, the TFT would request that the County also abandon Old Hinton Road through our parcels on the north side of the Truckee River, because public access is not needed, or required; and we can better police and protect our property. As a side note, we ask this because we have had to patrol our south side parcels because of ongoing poaching and trespassing, which included trespassers that started the Martis Fire in 2007. We lost 1,000 acres in the Martis Fire because of the illegal use of our property.

Third - The TFT would also request that the County abandon the old Iceland Road through the TFT parcels on the south side of the Truckee River between Hirschdale and the US Fish and Game parcel (see Exhibit 2 for locations of parcels and roadway). In my meeting with Mr. Owens, and Mr. Castleberry, they indicated that County Counsel had agreed that the County had already abandoned Iceland Road from the US Fish and Game parcel through the remainder of our property, but had not abandoned the portion from Hirschdale to the US Fish and Game parcel. **We are asking that this now be done.** We recognize, and agree, that the public has a right of access to the US Fish and Game parcel, but we would like that access to not be vehicular, and we can better control that with a gate in Hirschdale (which we used to have, but which someone has cut off and removed). We are currently having a very difficult time with dirt bike riders, mountain bikers, horse riders, etc, trying to access our property from this entrance point, and would appreciate County help with this.

I would be more than happy to try to explain it further if you have any questions. My contact information is noted above.

Sincerely,



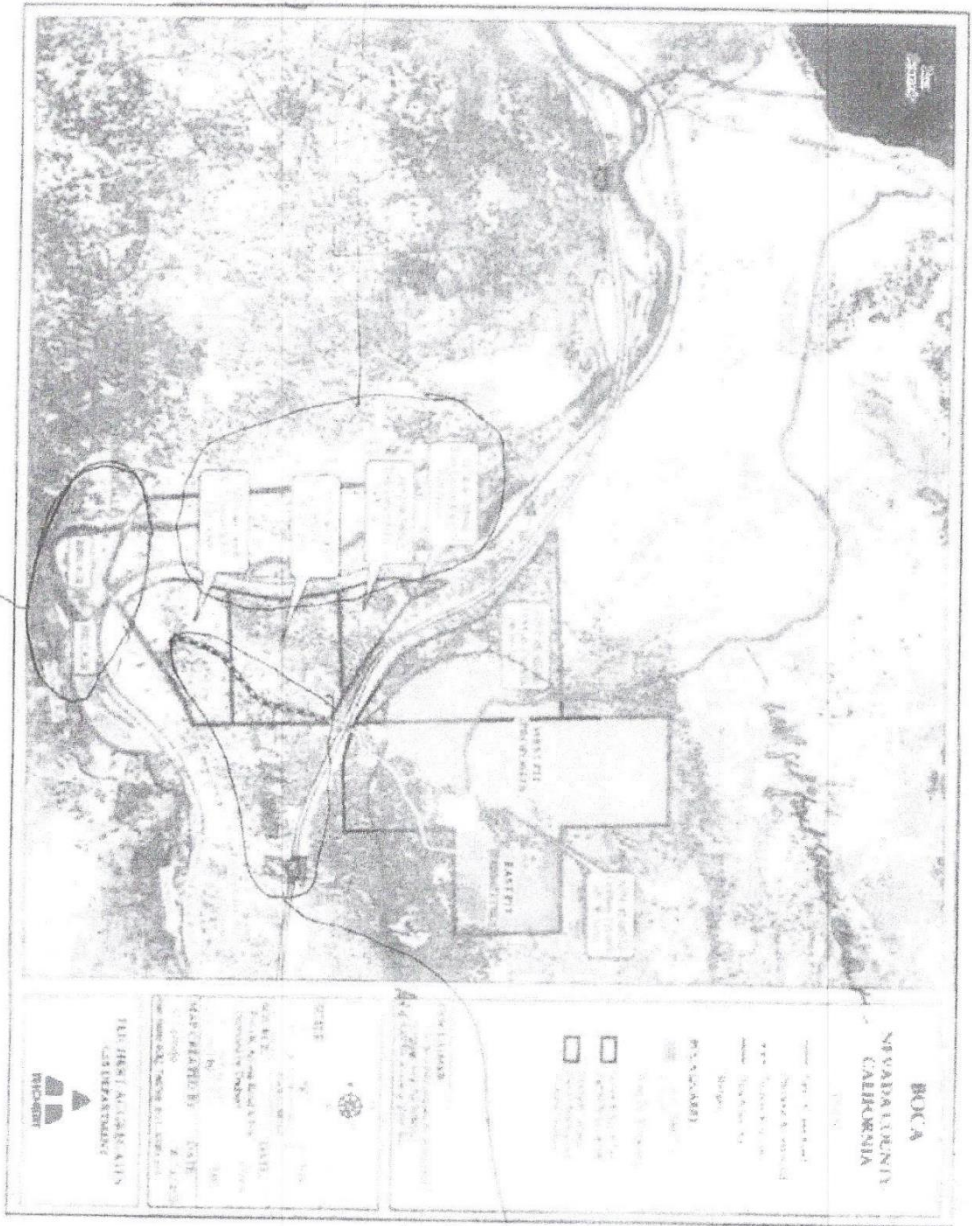
Neil Doerhoff
Teel Family Trust, administrator
w/encl

cc: Mr. Richard Anderson (Fifth District Supervisor)

EXHIBIT

1

The 11th
 Pass by
 the 10th
 100 ft



→ Bridges to be abandoned

City of
 11th St
 10th St
 9th St
 8th St
 7th St
 6th St
 5th St
 4th St
 3rd St
 2nd St
 1st St
 Main St
 Central Ave
 East Ave
 West Ave
 North Ave
 South Ave

June 15, 2014 ✓

Dear David,

My name is Kylie Fehrt. I am 9 years old. I am writing about the Harechdale bridge. I don't think you should take down the bridge because I like riding my bike across it. My family goes across it. I like to go fishing across the river. The bridge makes it easy for me to go ~~sw~~ swimming ~~at~~ at the point, which is right across the river from our cabin. And with out it we can't fish or swim there. It ~~is~~ makes me sad to think about not being able to do the same activities at our cabin when I grow-up. SO PLEASE DON'T TAKE DOWN THE BRIDGE! or at least leave up the bridge for walking or biking. THANK YOU!

From,

Kylie Fehrt

✓
David Garcia

From: Erik Henrikson [REDACTED]
Sent: Monday, June 16, 2014 7:29 AM
To: David Garcia
Subject: Removal of Bridge and Gate

Dear Mr. Garcia,

I strongly object to the County's plan to remove the gate currently providing a safe location for a shooting range and other controlled access. It is important to consider the impacts to the public and the current recreational and commercial uses before making a final decision, and we would appreciate an opportunity to address our concerns in a public forum. In fact, I believe there are unintended consequences of such an action, so please let us know when a public forum will be available. Groups like the Truckee Sportsman's Association and other responsible individuals and businesses rely on this gated access for a safe and secure access to recreation.

Thank you for your consideration.

Regards,
Erik Henrikson
[REDACTED]

David Garcia

From: Dennis Cook [REDACTED]
Sent: Friday, June 13, 2014 6:35 PM
To: David Garcia

Hello David. I find it a tragedy that these bridges are being considered for demolition just to increase the bike trail and possibly force the closure of the "Boca Shooting Area", I have only been shooting there 35+ years but I have meet some old timers that have been shooting there a lot longer. The "club" has kept there word and maintained the area without any problems, some of us feel that non responsible shooters will find other areas that are not as protected and not be as "clean" as the members. What do we need to do to satisfy this situation. Thank you for your consideration. Dennis Cook, founding member> [REDACTED]

✓

David Garcia

From: J Buchanan [REDACTED]
Sent: Monday, June 16, 2014 9:24 AM
To: David Garcia
Subject: removal of Hirschdale Bridge

Dear Mr. Garcia,

I am writing to express my concern and opposition to the proposed plan to remove the Hirschdale bridge. This will restrict safe public access to a large area of the Truckee River used by many for a wide variety of recreational pastimes. It will also remove quick access to any emergency vehicles in the case of fire, or other emergency, which is always a concern especially with the railroad tracks right there.

The alternative access route that is planned will have negative impacts as well. Currently it is a gated gravel road which protects the public from wandering into the shooting range area. The shooting range is used by many in this area, including law enforcement, to practice their shooting skills. It has been improved and maintained and cleaned by the Truckee Sportsman's club, which is a group dedicated to the safe and responsible use of firearms in this area of many hunters and recreational shooters. If this road is opened and paved there will be many people traveling next to an active shooting range which could have negative results.

I am in favor of replacing the bridge. The cost of replacing the bridge will be somewhat offset by the savings of not improving and paving the Boca Quarry road. Emergency access in case of forest fire or railroad accident is too important to ignore. Keep the Boca shooting range in a protected area for shooters who are trying to remain safe and responsible.

comments.

Thank you for considering my

Buchanan

Jenny

David Garcia

From: Pete Bansen [REDACTED]
Sent: Monday, June 16, 2014 11:04 AM
To: David Garcia
Cc: Richard Anderson
Subject: Proposed Hirschdale bridge removal

Dear Mr. Garcia:

I would like to submit comments on the proposed removal of the Hirschdale bridges. I am a Nevada County resident and have lived in Glenshire for 25 years. As a resident, recreational user of the Truckee River and Boca Reservoir and fire chief, I have reservations about the wisdom of the bridge removal project for a number of reasons.

Historic Value

We have been pretty careless about the preservation of historic landmarks in this area and a great many have been destroyed due to lack of consideration for the interest of future generations in the way things looked and worked "in the old days". The fact that Old Highway 40 or the "Lincoln Highway" was one of the earliest successful transcontinental routes and how the presence of the road helped to shape local communities is largely forgotten. The possibility that the proposed Tahoe to Pyramid Bikeway could follow portions of the Lincoln Highway would be a way to preserve and celebrate the route and the Hirschdale bridges would be a key element in that effort. History can be destroyed in the blink of an eye, but is impossible and inauthentic to recreate – this is our one opportunity to protect this key element of the routing of Highway 40 for future use.

Recreational Use

I am very concerned about the effect that the proposed "alternate access" would have on the use of the existing Boca Shooting Area on the Tahoe National Forest. I use the shooting range dozens of times each year and if the Hirschdale bridges are removed and traffic rerouted onto the proposed alternate access, I think it is very unlikely that the Forest Service will permit continued use of the shooting area. This would be unfortunate, because I think it is very unlikely that another site can be found that is as suitable and safe for public use. The Boca Shooting Area has been a model partnership between the Forest Service, the Truckee Sportsmen's Association and local law enforcement agencies – it provides a safe and reasonably well maintained facility for shooters in the area. There are a GREAT many people who utilize the shooting area – it is busy literally from sunrise to sunset on weekends. It would be a shame to lose the use of the facility. I know that there has been a berm proposed to protect the proposed realignment from the rifle range, but that doesn't address the use of the lower ranges or the removal of that gate which somewhat reduces the impacts of use on the rifle range. Furthermore, knowledgeable shooters don't believe that simple construction of the berm will provide adequate protection for the road and that will doom continued operation of the facility.

Emergency Egress from Hirschdale

As a firefighter in this area for more than thirty years, I have been to a dozen or more wildland fires in the area surrounding Hirschdale. The existing bridges, combined with Teichert's access road, provide the community of Hirschdale with an irreplaceable "second way out" in the event of a wildland fire along Hirschdale Road between the intersection with Glenshire Drive and the town. In addition, the bridges provide access for fire suppression and rescue to a portion of the area bordering I-80 that would be a much longer (and potentially inaccessible during the winter) response using the proposed alternate route.

Fiscal Prudence

The \$5.8 million proposed to be spent on removing the bridges – even at a 2% rate of return - would provide a significant endowment for maintaining and potentially replacing them in the future: over \$100,000 annually. The County hasn't been spending even a fraction of that to date on annual maintenance, otherwise the bridges would be in considerably better repair than they are. It's irresponsible to let an asset deteriorate to the point where it is irreparable and then saying, "We have to demolish it – look at what terrible shape it's in!"

For the reasons I have noted above and countless others which other Truckee residents have doubtless cited in their comments (and which I will not include here for the sake of brevity and respect for the process), the Hirschdale bridges should be considered a worthwhile asset of the County and should be allowed to remain and maintained. They have value to users today, to potential users in the future and their demolition would create adverse effects which cannot be adequately mitigated.

Thank you for the opportunity to comment on this project.

Pete Bansen, Chief
Squaw Valley Fire Department

Peter and Cindy Bansen


✓
David Garcia

From: Katherine Rodriguez [REDACTED]
Sent: Monday, June 16, 2014 11:17 AM
To: David Garcia
Subject: Hirshdale bridges

Hello Mr. Garcia,

We would like to express our dismay and objection to the demolition of the bridges without a viable alternative.

The ability to access the area and the river would be extremely difficult for our family. In addition, our friends in Hirshdale will be without easy access to emergency services.

Thank you,

Katherine Hayes Rodriguez

Seabright Cottage, Owner/Manager:

[REDACTED]

✓
David Garcia

From: Lee Massick [REDACTED]
Sent: Monday, June 16, 2014 11:17 AM
To: David Garcia
Subject: Herschdale Bridge Proposal

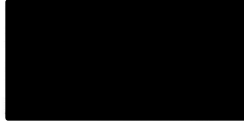
Mr. David Garcia Jr.
Transportation Planner

Nevada County Department of Public Works Sir, As a frequent user of the historic Herschdale Bridge, I am urging that the bridge be repaired/restored as is, and not be demolished. It is vital to fire and public safety vehicles, and other access to the recreational facilities of Boca and the surrounding public lands. Repaving the bridge to bring it up to roadway standards should be the only project considered in my view.

Sincerely,
Lee Massick

<http://www.tahodailytribune.com/newsletter/11755617-113/county-river-access-truckee>

Kim Gouveia



June 16, 2014

David A. Garcia, Jr., Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

Dear Mr. Garcia,

I am writing to ask the County Board of Supervisors to consider alternatives to removing the Hirschdale bridge. Currently, the bridge provides easy pedestrian access to fishing, swimming and hiking areas. Residents and visitors enjoy the freedom of walking or biking to the areas across from the bridge. Many community residents go for daily walks across the bridge to access the land across the river, often with dogs and children. These land areas are not readily accessible without bridge access. The currents of the Truckee River are too strong to allow most people to cross.

The Hirschdale community is made up of active, environmentally conscious people who love nature. If the Hirschdale bridge is removed, you are then asking the environmentally conscious bikers, walkers and fishermen to get into their cars and take a 30-minute drive or more to access the land in view of their front or back porches. Furthermore, the proposed bypass road that would have to be used to access the area across from the bridge if the Hirschdale bridge was removed requires people to traverse out-of-the-way roads and to submit to the danger of crossing railroad tracks.

This doesn't make sense from an environmental or public perspective. The decision to remove or leave the bridge should make sense to the local community, and removing the bridge would be a detriment to the community and a hardship for the residents of Hirschdale.

My family owns a cabin on Floriston Avenue in Hirschdale. My father has been fishing and camping in the Hirschdale area since he was a small boy. In 1972, the year I was born, my parents purchased the cabin, with my dad dreaming of sharing the joys of Hirschdale with his own family. My brother and I have had the privilege of enjoying the Hirschdale community all of our lives and are now sharing it with our children. Part of the joy derived from having a cabin in Hirschdale is the ready access to the river and to the areas where families with young children and grandparents alike can spend time together on the banks of the river. The river-front areas that are safe to access require *bridge* access. Again, removing the Hirschdale bridge makes safe and convenient access impossible.

Now that my parents are retired and are able to enjoy the cabin for extended trips, the proposed Hirschdale bridge removal threatens to diminish their enjoyment of the community and would deny them ready access to the land directly in view from the deck of their cabin. No longer would they be

able to walk their grandchildren to the river or wave to them from the deck as they bike across the bridge as the children in our family have done for decades.

While I understand the safety concerns surrounding the bridge, I urge the Board to consider the following options:

- 1) Keep the bridge intact, but restrict it to pedestrian/bicycle (or possibly emergency vehicle) use until funding is available for replacement bridges.
- 2) Keep the bridge intact, but restrict vehicle size/weight (to minimize impact/damage) until funding is available for replacement bridges.

Additionally, I ask the Board to put themselves in the place of local Hirschdale residents when considering the bridge removal options and how the Board members might feel if they could not access their extended backyards by foot and instead had to take a lengthy, bumpy and potentially dangerous car ride to get to the land they can see out their back door.

Thank you for considering my concerns.

Respectfully yours,

Kim Gouveia

Kim Gouveia

✓

David Garcia

From: Mary Rivara [REDACTED]
Sent: Monday, June 16, 2014 2:01 PM
To: David Garcia
Cc: Richard Anderson
Subject: Re: Hirschdale Bridges Removal and Alternative Access Construction Project

Dear Mr. Garcia and Mr. Anderson,

I am writing to voice my concerns regarding the project plan. As a resident of Hirschdale for the past 37 years and married to a family that has owned property and lived here since 1961, I am highly opposed to the removal of the Truckee River bridge and the Hinton Overhead bridge

Our four generation family has fished, hunted, hiked, and have driven by four wheel drive, sledded, and snowmobiled through this area for the past 55 years. I walk this river daily and have enjoyed the public use of the Hirschdale Road to the eastern side of the Truckee River for years. In 1978 my husband and I bought property in Hirschdale to be able to enjoy this recreational area. Not being able to have easy access to the river and the eastern side of the river would be a severe impact to me, my children and grandchildren. I am displeased with the thought of having to travel to the " preferred alternative route" to have access to the eastern side of the Truckee River.

When the scope of the project changed from bridge replacement to bridge demolition many of us in Hirschdale were surprised, never saw it coming, and I personally was extremely disappointed.

Having read the PROPOSED MITIGATED NEGATIVE DECLARATION numerous times and other public documents I think you should replace or rehabilitate the bridges. This would provide access to property owners, recreational users and residents to the beautiful historical area of the eastern side of the river. There has been a lot of money already spent and a lot more to go. All costs of the projects on the table, ones spent, going to be spent and ones not yet determined, is the total cost less than replacing or rebuilding a one lane bridge? The idea of a one lane bridge was always in the front running of many Hirschdale residents.

Removing the bridges creates a major safety problem to my family and me, along with other persons that frequent the area. I am very much in support of a vehicular access to the river and to the eastern side of this area. The "alternative route" would take more time for all emergency responders to access this area in case of any emergency. One of my biggest concerns is that without the bridges response time for fire trucks and fire crews to this stretch of river and land would be impeded. Minutes count fighting a fire. Furthermore, a fire between Hirschdale community and the designated community evacuation route (Glenshire Road) wouldn't allow any emergency agency to respond or assist the Hirschdale residents.

SAVE THE BRIDGES! Investigate the possibility of rebuilding rather than demolishing the bridges. Consider the impact of increased traffic and parking in our neighborhood for the increasing users of this stretch of the river. Bridge removal in my opinion is not the answer. There are other options to reconsider and explore and hopefully at the public hearing be heard.

Thank you.

Mary Rivara

✓
David Garcia

From: Dave Moseley [REDACTED]
Sent: Monday, June 16, 2014 2:32 PM
To: David Garcia
Subject: Demolition of historic bridge

I urge you to oppose the demolition of the historic bridge crossing the Truckee River. Very many people use this bridge to access the reservoirs, shooting range, bike and enjoy the backcountry. Paving the road along side of the shooting range will create a unsafe condition that will close the shooting range, because the Truckee Sport Mans Club cannot participate in such a unsafe situation

Thank you
David Moseley
Alpine Meadows

Sent from my iPad

✓
June 16, 2014

To: David A. Garcia, Jr., Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

From: Coalition of Saving Open Space Glenshire-SOS Glenshire (sosglenshire.org) and
Mountain Area Preservation-MAP (mapf.org)
Truckee, CA 96161

Subject: Opposition to the removal of both the Truckee and Hinton (overhead) bridges

Dear Mr. Garcia,

We strongly oppose the preferred alternative of the removal of both the Truckee River Bridge and the Hinton Overhead Bridge located near the community of Hirschdale in unincorporated Nevada County, California. As an environmental and community open space grassroots organization coalition, both SOS Glenshire and MAP thank you for the opportunity to provide comment and opinion to the Nevada County Board of Supervisors that these bridges should be left in place for community recreation purposes and public access to the Truckee River in Hirschdale, as well as for the potential and readily available terrestrial access across the Truckee River for wildlife passage.

It is of our coalition's opinion that the bridges should be preserved for historical, recreational, and wildlife uses. We strongly support the use of the Truckee River Bridge for the connectivity of the Tahoe Pyramid Bikeway and dedication of the bridge for pedestrian and Class I bike trail uses. Although it is vague as to how much the Loyalton-Truckee deer herd use the bridges for passage, it is well known that the deer herd is increasingly negatively impacted by traffic and rural sprawl into their environment and their migration routes. The removal of these bridges would further bottleneck their only safe passage across the Truckee River to the Hirschdale I-80 underpass, which is already inundated with vehicular traffic.

As a coalition, we are requesting that the County further investigates the alternative of removal of the bridges to dedication of the bridges to pedestrian and wildlife use only, and to construct a dedicated construction and private parcel access point, in addition to the preservation of these bridges. Public access and wildlife passage across the Truckee River is paramount to our community's values and health.

Kind regards and,
Signed electronically,

Sara Taddo Jones
Board Member- SOS Glenshire
[REDACTED]

✓

David Garcia

From: Matthew Hippler [REDACTED]
Sent: Monday, June 16, 2014 5:18 PM
To: David Garcia
Subject: Don't close the bridge

Mr. Garcia,

I have lived in Glenshire for 15 years and use the public space over the Hirschdale bridge often. I write in strong support against removal of the bridge which limits public access to that area. It's been public for decades and should remain so.
– Matt Hippler



CONFIDENTIALITY NOTICE: This message is confidential and may be privileged. If you believe that this email has been sent to you in error, please reply to the sender that you received the message in error; then please delete this e-mail. Thank you.

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

Petition to keep the historical public access of Hirschdale Road (old Highway 40) including the bridges over the Truckee River (Truckee River Bridge) and the Union Pacific Railroad (Hinton Overhead Bridge) open and available for public use.

The Nevada County's plan to remove these bridges and to close the Hirschdale Road would cause significant impacts and cause a great loss to our local communities, region, and the public in general.

The current plan which would close Hirschdale Road (Old Highway 40) at Hirschdale would cause impaired/compromised emergency response and inherently cause increased risks to life and property.

In order to continue to provide emergency response access, which could help to save life and property for the public to be able to continue to enjoy the abundance of recreational opportunities these bridges and the access they provide, we implore the Nevada County Government officials to take whatever action is needed to insure this important access is maintained and preserved.

DATE	NAME	ADDRESS	COMMENTS
6/11/14	Chris Atkinson	3515 Everett Dr	Please don't destroy access
6/11/14	TAMMIE ATKINSON	3515 EVERETT DR.	PLEASE DON'T
6/11/14	COLE ATKINSON	3515 EVERETT DR.	-LO URS. OLD - favorite spot for the
6/11/14	ENGEL ATKINSON	" "	-BUTS CBL - THATS NOT FAIR!
6/11/14	AUSTIN ATKINSON	" "	-SLIRS OLD - THATS WHERE WE'S
6/10/14	Laure Atkinson	3414 Downey Rd.	our grand kids
6/11/14	Nose Munson	3414 Downey Rd.	favorite spot
6-15-2014	STEVE RAUCH	15970 ANDERSON AVE CT	6 MILLION THIS IS INSANE TRUCKEE ACCESS WHAT ABOUT PEOPLE ACCESS
6-15-2014	Christine Rauch	same	- This is CRAZY!!
6-5-2014	Jamison White	10793 Hirschdale Rd. Truckee, CA 96160	People before Profit.
6/6/14	Cody Herby	11396 Dorchester Ln	
6/6/14	Wanda Thompson	6050 Stillmeadow Dr	
6/6/14	KRIS KUYPER	16061 Woodbridge Ct	ALLOW FOOT TRAFFIC!
6-9-14	Ronald Barnes	6000 MAIN ST. RV CA	ALLOW FOOT & BIKE TRAFFIC
6-9-14	BEVERLY BARNES	600 MAIN ST ROSVILLE CA 95078	
6-13-14	Eduardo Recio	3098 Quincy, CA	95771
6-3-2014	Sam Johnson	10867 FLORISTON AVE TRUCNEE, CA	(SAVE THE BRIDGES)
6/7/14	Scotty Bann	11363 The Strand, Truckee, CA 96161	
6/10/2014	BARRY A. WATSON	10355 West Row St. Truckee, CA 96161	
6/11/2014	DEVIN NOE	TANOE, CA	

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
06-18-14	KAREN LaFARGE - Unrein		Consider A "walking bridge" w/ closed gate, emergency access only.
"	Rayne Unrein		
	Is gin Shire CVT		
	Nestin O Swallow		
	Use these bridges, you would take your truck		Preserve historical bridge of Hershore. It can be done!!!

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
------	------	---------	----------

6/21/14 Kathleen Gauthier 14594 Boca View Court please
 500 E. McKinney Truckee, CA
 Beth Duncombe 936012 Redwood Ave

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
6/3/14	CRAIG PRICE	110012 Melrose CT Truckee CA	with letter to the Mayor
6/3/14	Mike Fauth	3655 Riverway Reno NV	GOVT BLDG
6/3/14	PAUL EGGERS	300 Dante Rd	KEEP ACCESS
6/4/14	STEVE COLLEMAN	12505 Red Pine Truckee	
6/4/14	HARRMAN ROAD	16771 GLENVIEW DR	KEEP ACCESS
6-14-14	Topi Joslin	670 Tunnington Dr.	Black vehicles only
6-16-14	Sherrone R. Ruff	7650 N PAULINA	

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
6-3-14	Lind Whitelhead	P.O. Box 2249	"Now about it? Serve the people! Not your political interests."
6/3/14	Tammy Jain	10008 Hirschdale Rd	DON'T DO IT!!
6/3/14	Kelley Maresca	11054 Whitehorse Rd Truckee	
6/3/14	Stacy Hallmeyer	PO Box 3396 Truckee CA	why tear down something that reminds us of our past?
6/3/14	Bruce Taves	16533 Glenshire Dr. Truckee	Access to the
6/4/14	KATE WALKER	2548 CASEY DR.	NO! river is important
6-5-14	Evelyn Anderson	Tributary Whitewater Tours	River left for recreation and safety
			access by the Hirschdale Bridge is important safety
6/5/14	Jennifer Chinn	10008 Hirschdale Rd. Truckee	Don't hurt + evac purposes
6/5/14	Kevin Romero	16703 Glenshire Dr. Truckee (Emc.)	Am local community Doi
6-6-14	Math Wask	10150 Worcester Cir Truckee, CA	Local 5701
6-6-14	Jim Maleson	11054 Whitehorse Rd Truckee, CA	Leave it alone
6-6-14	Nancy Dolph	1620 Woodbridge Ct Truckee, CA	Leave them alone
6/6/14	ANGELA J.	TRIBUTARY WHITEWATER TOURS	ACCESS IS VITAL TO LOCAL ECONOMY, RECREATION, AND COMMUNITY!!
6/6/14	Jeff Clausen	19587 Scotts Flat Rd Nevada City, CA 95959	
			my name is ella and please don't destroy this bridge

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DATE	NAME	ADDRESS	COMMENTS
6/6/14	Bob Arment	12032 Skidmore Way, Truckee, 96161	my family & I have enjoyed this bridge & need to enjoy nature. Please don't remove Bridge.
6/6/2014	Melanie Arment	Truckee, Ca.	
6/7/2014	Don Deering	Truckee	Keep Bridge
6/8/14	Amelia Beisk	12974 Rainbow	Keep Bridges
6/7/14	Rachel Burd	4844 Blackhawk Dr Ste 9855	Keep Bridges
6/8/14	Micah Bradley	10315 Worcester Circle	Keep Bridge
6/8/14	DEVIN BRADLEY	10315 WORCESTER CIRCLE, Truckee	
6-8-14	DOROTHY J GARDNER	10019 CHELSEA PLACE TRUCKEE CA 96161	KEEP
6-8-14	Karen Hatch	10553 Royal Crest Truckee 96161	SAVE BRIDGE
6-8-14	Ammonia	1880 Wagonwheel Drive, NV 89423	Keep bridge in place
6-2-14	Bill Miller	Reno	Save
6-3-14	SAREH PASTANI	BERKELEY	The bridge is essential to all
6/4/14	Edith Lott	10435 Royal Crest Truckee	Save bridge, please
6-4-14	Denny Lott	"	" " " "
6-6-14	Matt Majersky	POB 3628 Truckee	Please consider suitable alternate
6-6-14	Jeff Simpson	10745 Concho Dr Reno	
6/6/14	R. Hest	10019 Chelsea Truckee	NO

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
06/01/14	MATTHEW SIWA	6449 SILLIMAN WAY CIRrus HEIGHTS, CA	Fix THE BRIDGES!
06/01/14	Zachary Billecci	1396 W. K ST. Benicia CA 94510	
06/01/14	Alec Jones	10793 Hirschdale Rd Truckee	Fix the Bridges....
6/1/14	WILLIAM VANDERWATER	15171 BERKSHIRE C. Truckee 96161	Keep them
6/1/14	Sheridan Brown	10170 Worchester Cir. Truckee CA 96161	
6/1/14	Sharon Theriault	P.O. Box 2258, Sonoma, CA 95476	- Save the Bridge!
6/1/14	GRAFT D. MATTHEW	11 " Sonoma CA 95476	
6/1/14	Mike Ugar	7000 WILLOWDA SPRING NV 89410	
6/1/14	AARON SAGER	11879 FRODO RD TRUCKEE, CA 96161	
6/1/14	TOBY EBENS	1465 VAN NESS, RENO NV 89503	
6/1/14	MATT STEVENSON	7637 DESERT VISTA SPARKS, NV 89436	
6/1/14	Robert Harrington	501 W 1ST ST Reno NV 89503	
6/1/14	Tina Lemus	6682 Zilacdown Sparks, NV 89436	
6/1/14	Cameron Alpin	330 Galena Pines Rd Reno, NV 89521	
6/1/14	MICHAEL BASHAW	999 THIRD GREEN CT 89451	
6/1/14	Susan Good	16042 Rolands Way Truckee CA 96161	Keep the bridges
6-1-14	Kristofer Frank	2413 CRESTONE DR. RENO NV 89523	
6-1-14	Susan Corbin Kyllinger	10600 Squaw Valley Rd Olympic Valley CA	
6-1-14	MARK SANDERS	PO 1715 TAYLOR CITY CA 96148	
6/7/14	Nathan Burkes	12974 Rainbow Dr. Truckee, CA 96161	Closing area is a tragedy
6/9/14	Alex Freeman	10831 Floriston Ave Truckee	Closing the bridge would reduce the number of visitors. It would be terrible.
6/9/14	Jennifer Freeman	10831 Floriston Ave Truckee	
6/6/14	BLAZ FINNEMORE	10705 FLORISTON AVE	A. Kint

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DATE	NAME	ADDRESS	COMMENTS
8/14/14	Eric Martin	15553 Canyon Blvd	Leave Bridges In
6/14/14	Jill/Chris Carlton	405 Lakewood Northstar	Save the bridge
6/14/14	Tom Hankow	837 Roland Belknap, CA	Save the bridges
6-14-14	Mary Davis	10846 San Jacinto	Save the bridge GAVE THE DIRT

HIRSCHDALE BRIDGE REMOVAL PROJECT BY NEVADA COUNTY

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DATE	NAME	ADDRESS	COMMENTS
06/30	Larry Behrman	1503. North Reno, NV, 89512	
7/2/14	Don MacALUM	930 BUTTER ST SE CA 94013	
7/5/14	David Ruddle	10752 Manchester Dr Truckee 96161	
7/5/14	Bethany Lindsay	634 Thoma St Reno, NV 89502	
7/5/14	RIG) MIKE	634 Thoma St Reno NV	
7/5/14	ANGEL EUGENIE	3000 AAA IT HURTS MY FEELINGS	
7/5/14	Seppi Suter	1200 Meadowlark I grew up here!!!	
7/6	Tabitha Hann	2237 Washington Ave SLT CA 96150	
7/6	Nicholas Tripp	2237 Washington Ave SLT CA 96150	
7/6	Chad Tripp	2237 Washington Ave SLT CA 96150	
7/7	Barbie Thys	12709 Hidden Ct #7 Truckee, CA 96160	

✓

CHRIS ASKIN

[REDACTED]

May 27, 2014

David A. Garcia, Jr.
Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

Mr. Garcia,

I am writing to urge the Nevada County Board of Supervisors to disapprove of the removal of the bridges at Hirschdale. The removal of these bridges will result in unintended consequences that will be damaging to the residents of Nevada County as well as the Town of Truckee.

- The bridges are not new, but they are also still considered by engineers to be usable and serviceable. If the bridges at some point are considered less than safe for automobile traffic then please just restrict their use to pedestrians and bicycles.
- The bridges are part of the Tahoe-Pyramid Bikeway. A two-state, five-county project that will be reaching Floriston shortly. Right-of-ways have been and are being secured to connect this bikeway to old highway 40, which will then take it across these bridges, connecting Reno to Truckee with a legal, safe, and spectacular route for hikers and bikers.
- The alternate route on Hinton Road takes traffic up a long steep hill and far away from the River. This route will be very expensive to construct and will require additional snow-clearing costs annually. This road will also be longer, requiring substantially more costs for upkeep and maintenance in the future.
- Removing these bridges will take away a second route for egress for the residents of Hirschdale, and will cause people fishing and rafting to need to park at the end of the road. Right now the vehicles continue across the river and park down Highway 40, but this change will essentially create a parking lot when those cars reach the end of the road.

✓

David Garcia

From: Rick Ransom [REDACTED]
Sent: Friday, June 13, 2014 11:52 AM
To: David Garcia
Subject: Boca Shooting Range

David;

As a member of the Boca Shooting Range I am opposed to any plan that would result in the Demolition of the Old Bridge (Unless it is replaced), or changing the road alignment to add roads parallel (and closer) to the range.

The Boca range is a GREAT facility. Places to enjoy the sport of shooting are few and far between.

Please do not enact any plans that would adversely affect the Boca Shooting Range.

Regards,

Rick Ransom, S.E. | President/CEO
Brooks Ransom Associates | Consulting Structural Engineers
7415 N. Palm Ave, Suite 100, Fresno, CA 93711
[REDACTED]

✓

David Garcia

From: larry boerner [REDACTED]
Sent: Friday, June 13, 2014 1:16 PM
To: David Garcia
Subject: Bridge

Dear David, As a community member and participant in many local activities, I find it ridiculous to remove the bridge and then to pave the road that runs adjacent to the shooting range. Not only is the range used for both the CHP and placer county sheriff's for their important training purposes. It is also used by many gun enthusiast such as myself. This seems like an awful dangerous combination.

I ask that you please reconsider this proposition.

Thanks,
Larry Boerner
President
North Tahoe Cruises



California Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



June 10, 2014

David A. Garcia, Jr.
Nevada County Dept. of Public Works
950 Maidu Avenue
Nevada City, CA 95959

Subject: Mitigated Negative Declaration for the Hirschdale Road Bridges Removal (Truckee River Bridge and Hinton Overhead Bridge) and Alternative Access Construction Project, (SCH# 2014052048), County of Nevada, CA

Dear Mr. Garcia:

The California Department of Fish and Wildlife (Department) received a Notice of Availability from the Nevada County Public Works Department regarding the Mitigated Negative Declaration (MND) for the Hirschdale Road Bridges Removal (Truckee River Bridge and Hinton Overhead Bridge) and Alternative Access Construction Project (Project). As a trustee for California's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and their habitat. As a responsible agency, the Department administers the California Endangered Species Act (CESA), the Native Plant Protection Act, and other provisions of the Fish and Game Code (FGC) that conserve the State's fish and wildlife public trust resources. The Department offers the following comments and recommendations on the proposed Project in our role as a trustee and responsible agency pursuant to the California Environmental Quality Act (CEQA), California Public Resource Code §21000 et seq.

The Department's primary concerns relate to how the Project may have significant effects on the mule deer (*Odocoileus hemionus*) of the Verdi subunit of the Loyalton-Truckee deer herd. The comments provided herein are based on the information provided in the MND, the Department's knowledge of sensitive and declining vegetative communities and wildlife species in the area. Comments herein are limited to the likely biological resource impacts from the Project.

Project Description

Nevada County (County), in conjunction with the California Department of Transportation (Caltrans) proposes to remove two bridges near the community of Hirschdale; one bridge crosses the Truckee River (hereafter referred to as the "Truckee River Bridge") and the other bridge crosses the Union Pacific Railroad (UPRR) (hereafter referred to as the "Hinton Overhead Bridge"). The Project includes improvements to West Hinton Road (Boca Quarry Road) and Hinton Road, and construction of a new section of road (Quarry Bypass Road), to provide alternative access due to bridge removal. The Project is located in eastern Nevada County along Hirschdale Road, Hinton Road, and West Hinton Road, near the border with the State of Nevada, and approximately six (6) miles northeast of the Town of Truckee.

Conserving California's Wildlife Since 1870

Don Boehm ✓

David,

I have to respond to your email below. I find it incredulous that if indeed you had meetings with both the Forest Service and the Boca Shooters Association as indicated in your email lower down, that the potential for environmental damage was not the #1 topic of concern. This was the primary reason for the creation of the Boca Shooters Association in conjunction with the Forest Service who installed the gate for this specific reason!

If need be, I still have all my records from this time period which discuss the need for action to address the environmental impact the garbage/ trash had created to the point the Forest Service was looking to close it down and would be willing to have them entered into the record.

I'll look for your reply.

Sincerely,

Don Boehm
15570 Glenshire Dr.
Truckee, CA. 96161-1302

From: David Garcia [mailto:David.Garcia@co.nevada.ca.us]
Sent: Thursday, June 05, 2014 3:29 PM
To: Don Boehm
Cc: 'Jennifer Boehm'; Steven Castleberry; Joshua Pack; jorge@fs.fed.us
Subject: RE: File # 224014

Mr. Boehm,

To my knowledge the environmental document does not currently address illegal dumping. We will evaluate all comments received and provide a formal response at the close of the public comment period. If a potential environmental impact is identified during the public comment period that was not adequately addressed in the document we will evaluate the issue and if necessary make the appropriate modifications to ensure that the project as will not have a significant effect on the environment.

David A. Garcia, Jr.

*Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-7038 - office
(530) 265-9849 - fax*

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From: Don Boehm [REDACTED]
Sent: Thursday, June 05, 2014 2:52 PM
To: David Garcia

Cc: 'Jennifer Boehm'; Steven Castleberry; Joshua Pack; Don Boehm ; [REDACTED]
Subject: RE: File # 224014
Importance: High

David,

Thank You for your rapid response. Maybe I missed something in the document, could you send or direct me to the specific verbiage that address's my concern and how it is going to be mitigated?

Thank You.

Sincerely,

Donald Boehm
Vice President Business Development
North America
Dou Yee Enterprises PTE LTD
[REDACTED]

From: David Garcia [mailto:David.Garcia@co.nevada.ca.us]
Sent: Thursday, June 05, 2014 2:43 PM
To: Don Boehm
Cc: Jennifer Boehm; Steven Castleberry; Joshua Pack
Subject: RE: File # 224014

Mr. Boehm,

We value your input and we will be responding to all comments formally at the close of the public comment period. We worked with the forest service and the shooting group early in the design phase of the project. We also meet with the Forest Service and shooting group at the upper and lower shooting areas to discuss their concerns. The environmental document and the proposed mitigation was completed in May 2014. The forest service was sent a notice of availability for the Initial Study/Mitigated Negative Declaration and I anticipate that they will be providing comments on the document as well.

Please feel free to give me a call if you have any additional questions regarding the project.

David A. Garcia, Jr.

*Transportation Planner
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-7038 - office
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From: Don Boehm [REDACTED]
Sent: Thursday, June 05, 2014 1:37 PM
To: David Garcia
Cc: Don Boehm ; Jennifer Boehm
Subject: File # 224014
Importance: High

David,

Per our previous phone conversation a couple of weeks ago, you may recall that I am one of the property owners on the Hinton Road portion of the above referenced project. I followed your directions to the project on your web-site and downloaded the appropriate information pertaining to the Hinton Road portion. Also as per our conversation you said that the US Forest Service was also current on your proposed mitigation. I spoke with Jon George of the Forest Service this morning and he was just becoming aware of this proposed mitigation and is spending today to review it. He said it has been two or three years since the last time they were requested for any input.

I would like to briefly express my concerns:

As a brief history of Hinton Road usage, this area had been an area where people would bring up anything and everything including small to very large appliances , TV's and even automobiles. Then they would proceed to shoot them into oblivion and discard them there. The amount of debris was incredible. I purchased my land in 1998 and was approached by the Forest Service and a number of local shooters to do something about access and the continual buildup of trash & garbage left behind by shooters. The outcome was the formation of the Boca Shooter's Association which partnered with the Forest Service to clean up the garbage, install the gate at the entrance to Hinton Rd. to control and minimize nonmembers from bringing large & banned objects up to the upper range. We also with the help of equipment loan from the Town of Truckee and Caltrans were able to improve the initial washed out access to a decent dirt road for emergency vehicle access.


I would encourage you to tour the area, specifically looking at the kind of litter/waste and quantity of it from the lower range where people can walk in carrying their shoot'em up items versus the upper range which has the restriction of needing a key to the lock at the gate to gain access. My concern as a property owner adjacent to the upper shooting area is that what has been a decent program over the last 12 to 14 years to keep the shooting area in a somewhat manageable condition will with the removal of the gate revert back to a land disposal area allowing both undesirable items and persons into close proximity to my property.

I believe there needs to be more discussion between the Forest Service & the Planning Department to develop a manageable plan for the shooting area if it is to be opened up to the general public. Because one thing I have already had to respond to is that the public is never satisfied with what is offered and they just keep expanding the zone. I have had to address trespasser's who expanded onto my property to shoot skeet. I would expect with the gate removal that the total numbers of people going out to shoot will increase dramatically at the upper range which will also increase the likelihood of trespassing through expansion.

I want to thank you for this opportunity to express my main concern and look forward to your response.

Sincerely,

Don Boehm
15570 Glenshire Dr.
Truckee, CA. 96161-1302



David Garcia

From: Richard Anderson
Sent: Wednesday, May 28, 2014 12:12 PM
To: Maxine; David Garcia
Cc: Steven Castleberry; Joshua Pack
Subject: RE: Hirschdale Bridges NOTICE?

Maxine, in my opinion, the bridge removal project is not yet a "done deal." That said, the impetus (since before I was seated) has been for removal of the two bridges, with alternate access provided by a (presumably) public road with a terminus on the Stampede road and extending southward to Hinton through the Teichert property. From the County's perspective to date, this has been the preferred alternative because 1) staff believes the bridges have become significantly deteriorated and should be removed, and 2) rather than replace the bridges, with their associated long-term maintenance responsibility, a road through the Teichert property would allow the public to reach much of the land now accessed from the bridges.

The counter-argument, which you make in part, is that one or both bridges provide easier recreational access and property owner access to parcels along the east and north side of the Truckee River. Other counter-arguments are that the bridges provide a shorter and more easily rideable route for the Pyramid-to-Tahoe bike trail that is now under construction, and that removal of the river bridge may force the County to use eminent domain to purchase privately-held land that would become stranded with loss of bridge access.

As for Mr. Garcia's e-mail, from my perspective it was "great" because he replied quickly with a clear and concise description of the County's approach to public notification of projects under review. Members of the management team, however, also know that I believe the County can do better with regard to notification. It is not an easy task to change County practices so that they better address public need rather than merely meet the letter of the law...but I am trying.

Richard Anderson
Supervisor, District 5

From: Maxine [REDACTED]
Sent: Wednesday, May 28, 2014 11:28 AM
To: Richard Anderson; David Garcia
Cc: Steven Castleberry; Joshua Pack
Subject: Re: Hirschdale Bridges NOTICE?

Richard, I did not feel that David's email was a great email!

The information about the bridge demolition was not disseminated to *many* of those that the tear down would most directly affect....those who use the old US 40 as a recreational area....kyaking and fly fishing in the summer and snow shoeing and cross country skiing in the winter. I understand that the residents of Hirschdale are divided on the issue.



DEPARTMENT OF FORESTRY AND FIRE PROTECTION

13760 Lincoln Way
AUBURN, CA 95603
(530) 889-0111
Website: www.fire.ca.gov

RECEIVED

MAY 29 2014

PUBLIC WORKS



May 27, 2014

TO: David A. Garcia Jr.
Nevada County department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

RE: Hirschdale Bridges Removal and Alternative Access Road SCH #2014052048

This project will require a Timberland Conversion and Timber Harvest Plan as per the following:

California Code of Regulations, per section 1103, and Public Resources Code 4581 requires a Timberland Conversion Permit and/or Timber Harvest Plan be filed with the California Department of Forestry and Fire Protection if the project involves the removal of a crop of trees of commercial species (regardless of size of trees or if trees are commercially harvested).

The Timberland Conversion Permit shall address the following:

- a. The decrease in timber base in the county as a result of the project.
- b. The cover type, including commercial species, density, age, and size composition affected by the project.
- c. The ground slopes and aspects of the area affected by the project.
- d. The soil types affected by the project.
- e. Any significant problems that may affect the conversion.

If you require further clarification, please contact Forester Jeff Dowling at (530) 587-8926.

Sincerely,

Brad Harris

CAL FIRE

Unit Chief

Jeff Dowling
Truckee Area Forester

jd

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RECEIVED
JUN 02 2014
PUBLIC WORKS



Central Valley Regional Water Quality Control Board

29 May 2014

David A. Garcia, Jr.
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

CERTIFIED MAIL
7013 2250 0000 3465 1407

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF AVAILABILITY FOR
PUBLIC REVIEW, FILE NO. 224014 PROJECT, NEVADA COUNTY**

Pursuant to the Nevada County Department of Public Works's 16 May 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Availability for the Public Review* for the File No. 224014 Project, located in Nevada County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

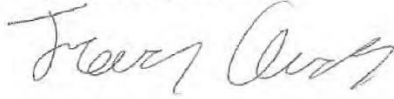
For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

File No. 224014 Project
Nevada County

- 4 -

29 May 2014

If you have questions regarding these comments, please contact me at (916) 464-4684 or
tcleak@waterboards.ca.gov.

A handwritten signature in dark ink, appearing to read "Trevor Cleak". The signature is fluid and cursive, with the first name "Trevor" written in a larger, more prominent script than the last name "Cleak".

Trevor Cleak
Environmental Scientist



United States
Department of
Agriculture

Forest
Service

Truckee
Ranger
District

10811 Stockrest Springs Road
Truckee, CA 96161-2949
530-587-3558
530-587-6907 TDD
530-587-6914 FAX

File Code: 1560

Date: JUN 11 2014

David A. Garcia, Jr.
Transportation Planner,
Nevada County Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959

Dear Mr. Garcia:

Within the last week, it came to my attention that the County had published its' Mitigated Negative Declaration (MND) for the removal of the Hirschdale bridges and the alternate access to various private parcels. It is unfortunate that due to the short time we have known about your MND we have not been able to do a full review of the document and our comments will be somewhat general. However, it does seem appropriate to restate the things we have previously said to the County about this project to be sure we are on record.

Your proposed alternative access to the existing two bridges proposes the use of Forest Service Rd. 894-2. That road, in various configurations has been in existence for a long while. It leaves the paved Boca-Stampede (aka Stampede Meadows Rd.) a short distance north of the intersection with the Boca Dam Rd. It provides access to approximately 1500 acres of National Forest System (NFS) lands, popular for a variety of dispersed and concentrated recreation uses. In the last few years it has also provided access to the quarries on private land, just north of I-80 near Hinton.

I believe the County's proposal would require either a Road Use or Special Use Permit or an easement from the Forest Service. Some level of analysis/disclosure under the National Environmental Policy Act (NEPA) will be required to document our decision as part of that process. The required NEPA is currently unfunded.

As you know, portions of the NFS land, immediately adjacent to the road, have been used as a quarry for the construction of Boca Dam and then later by Caltrans during construction of I-80. Those quarries later became quite popular with locals for shooting sports and one of the areas has been adopted under a partnership agreement with the Truckee Sportsman's Association (TSA). TSA is very proactive with local shooters working to provide a good, safe shooting experience and with regular clean-up of the area. It is currently quite popular with hunters, locals, campers and visitors to the area and several law enforcement agencies, who use it for their regular practice and certification shoots. The concentration of this use at this location and the regular clean-up done by the TSA and Placer County Sheriff's Office, has reduced the trash and debris problems that can be associated with target shooting.

Under the partnership agreement TSA provides some amenities at the shooting area and some measure of oversight for resource protection. This is provided by a gate and a system of key sign out, that allows anyone interested in the area to have access, but the club and USFS have the opportunity to communicate with users about safety and clean up. As the County moves forward, we feel that these uses need to be adequately accommodated in its planning and will need to be addressed in the decision making and environmental documentation.

The road also provides access to a few private parcels which are currently undeveloped. We have been told it may be their intent to eventually develop them. It is also the important access for hunters, dispersed campers, and our sheep permittees.



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There are approximately 500 acres of NFS land in T. 18 N., R. 17 E., Section 26. Access for that land is currently via the Hirschdale and the Hinton Roads. We will continue to need that access and request that when alternate access is established that permanent access to those National Forest System lands be granted through that process.

There are a few other resource concerns that should be evaluated and may need to be mitigated before a decision is made on either a permit or easement for the 894-2 road is authorized. There is an established population of Musk Thistle, an "A" rated noxious weed, in the area. If the gate is removed and the road is opened to more traffic, a strategy to eradicate and/or stop the spread of that weed needs to be developed.

Fire suppression in the area is provided by the US Forest Service (and Truckee Fire Protection District) in the Hirschdale area, not County Fire Services.

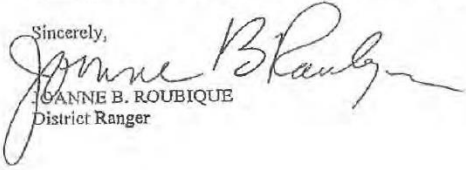
Based on past experience, it is reasonable to expect that with the opening of the gate to the general public, the incidence of trash dumping may increase again. This growing problem was significantly reduced with the installation of the gate. This likelihood would need to be mitigated. We are also concerned if the road is open and/or plowed in winter that significant resource damage may occur to the road and surrounding lands.

Although I believe we have mentioned this, I need to reiterate that when we considered the proposal to upgrade the 894-2 road for use by Teichert did the NEPA for the current access to the Teichert quarries, we had been told that use was only temporary and assurances were made to concerned citizens both by the proponent and the USFS that it was our intent that the quarry access via 894-2 would be temporary and only in the summer. At the time, we were told by the users of the shooting area that they were very concerned that they were being squeezed out but felt they could live with the hauling near the shooting area for a couple of years. They told us they wanted to be team players and consider the interest of the community. They were clear that if we really felt it was more than what I have described, that they would be very concerned and would feel we had not been straight with them. Concerns have also been voiced by at least one private property owner about the increased access by the public.

Our previous NEPA was very limited and intended for short term commercial summer road use by Teichert. No consideration of granting an easement was included. In fact it was explicitly displayed as a short term decision. Per USFS East Zone Roads Manager Bob Reugebrink, the road has some design limitations that would cause him concern in the longer term. I think he feels it would need a significantly better design and probably some serious upgrades for long term use, particularly if it were to become the primary access for housing that we all think is likely to be built there eventually. If the county held an easement, I would think they would want the road open, which would recreate the problem we have had with significant illegal dumping. If the county does not rebuild the bridge across the Truckee River, I think we need to assume that housing access for about 300 ac (currently 4 or 5 property owners) will want to use the 894-2 road and will have effects on the surrounding NFS lands and possibly on the public activities at Boca. I think many years of truck traffic will also affect recreation use somewhat at Boca.

When the USFS considers this easement, we will need to step back and look at the big picture, in a transparent way with the public. If this is to become the primary haul road for Teichert from this gravel quarry area for 15-40 years and potentially the access for what are likely to be several high end subdivisions, we need to understand those effects both short and long term and we would need to go back to the public to disclose those effects.

Sincerely,


JOANNE B. ROUBIQUE
District Ranger

David Garcia

From: Pete Bansen [REDACTED]
Sent: Monday, June 16, 2014 11:04 AM
To: David Garcia
Cc: Richard Anderson
Subject: Proposed Hirschdale bridge removal

Dear Mr. Garcia:

I would like to submit comments on the proposed removal of the Hirschdale bridges. I am a Nevada County resident and have lived in Glenshire for 25 years. As a resident, recreational user of the Truckee River and Boca Reservoir and fire chief, I have reservations about the wisdom of the bridge removal project for a number of reasons.

Historic Value

We have been pretty careless about the preservation of historic landmarks in this area and a great many have been destroyed due to lack of consideration for the interest of future generations in the way things looked and worked "in the old days". The fact that Old Highway 40 or the "Lincoln Highway" was one of the earliest successful transcontinental routes and how the presence of the road helped to shape local communities is largely forgotten. The possibility that the proposed Tahoe to Pyramid Bikeway could follow portions of the Lincoln Highway would be a way to preserve and celebrate the route and the Hirschdale bridges would be a key element in that effort. History can be destroyed in the blink of an eye, but is impossible and inauthentic to recreate – this is our one opportunity to protect this key element of the routing of Highway 40 for future use.

Recreational Use

I am very concerned about the effect that the proposed "alternate access" would have on the use of the existing Boca Shooting Area on the Tahoe National Forest. I use the shooting range dozens of times each year and if the Hirschdale bridges are removed and traffic rerouted onto the proposed alternate access, I think it is very unlikely that the Forest Service will permit continued use of the shooting area. This would be unfortunate, because I think it is very unlikely that another site can be found that is as suitable and safe for public use. The Boca Shooting Area has been a model partnership between the Forest Service, the Truckee Sportsmen's Association and local law enforcement agencies – it provides a safe and reasonably well maintained facility for shooters in the area. There are a GREAT many people who utilize the shooting area – it is busy literally from sunrise to sunset on weekends. It would be a shame to lose the use of the facility. I know that there has been a berm proposed to protect the proposed realignment from the rifle range, but that doesn't address the use of the lower ranges or the removal of that gate which somewhat reduces the impacts of use on the rifle range. Furthermore, knowledgeable shooters don't believe that simple construction of the berm will provide adequate protection for the road and that will doom continued operation of the facility.

Emergency Egress from Hirschdale

As a firefighter in this area for more than thirty years, I have been to a dozen or more wildland fires in the area surrounding Hirschdale. The existing bridges, combined with Teichert's access road, provide the community of Hirschdale with an irreplaceable "second way out" in the event of a wildland fire along Hirschdale Road between the intersection with Glenshire Drive and the town. In addition, the bridges provide access for fire suppression and rescue to a portion of the area bordering I-80 that would be a much longer (and potentially inaccessible during the winter) response using the proposed alternate route.

Fiscal Prudence

The \$5.8 million proposed to be spent on removing the bridges – even at a 2% rate of return - would provide a significant endowment for maintaining and potentially replacing them in the future: over \$100,000 annually. The County hasn't been spending even a fraction of that to date on annual maintenance, otherwise the bridges would be in considerably better repair than they are. It's irresponsible to let an asset deteriorate to the point where it is irreparable and then saying, "We have to demolish it – look at what terrible shape it's in!"

For the reasons I have noted above and countless others which other Truckee residents have doubtless cited in their comments (and which I will not include here for the sake of brevity and respect for the process), the Hirschdale bridges should be considered a worthwhile asset of the County and should be allowed to remain and maintained. They have value to users today, to potential users in the future and their demolition would create adverse effects which cannot be adequately mitigated.

Thank you for the opportunity to comment on this project.

Pete Bansen, Chief
Squaw Valley Fire Department

Peter and Cindy Bansen
15355 Tottenham Court
Truckee, California 96146

Response F1:

The Final, Board-approved, Initial Study with Mitigated Negative Declaration (IS/MND) will be provided to the public on the County website with all public comments included as Appendix G.

Response F2:

Thank you for reading the IS/MND and we appreciate your comments. It is standard practice for public agencies to circulate IS/MND level CEQA documents for 30-days. This is based upon CEQA Guidelines Article 6 Section 15073 which requires the lead agency (County of Nevada) to provide a public review period pursuant to Section 15105 of not less than 30 days when a proposed negative declaration or mitigated negative declaration and initial study are submitted to the State Clearinghouse for review by state agencies. The County of Nevada submitted the prepared Draft IS/MND to the State Clearinghouse on April 26, 2019. Additionally, CEQA Guidelines Article 6 Section 15072 requires publication in a newspaper in general circulation in the area affected. On April 26, 2019, (the same day as the notice was given to the State Clearinghouse) the County began circulation of the notice of intent in the local area Sierra Sun newspaper.

Comments were requested to be submitted no later than May 27, 2019, 31 calendar days after circulation began. Additionally, based upon comments regarding the website from other local residents, the County agreed to accept comments for an additional two weeks until June 10, 2019.

Response F3:

After public comment during the 2014 “removal” project, the County understood the concern for access over the river at this location. This concern was the impetus for the replacement bridge over the Truckee River and rehabilitating the bridge over the UPRR to maintain this access.

Response F4:

CEQA requires that a No-Build Alternative be included in the project description so that the impacts of doing nothing can be analyzed. The IS/MND addresses the impacts of the build and no-build alternative and provides justification for the build alternative.

Response F5:

Thank you for your comment. All potentially significant impacts will be avoided, minimized or mitigated to a less than significant level.

Response F6:

Thank you for your comment. BMPs will be implemented to reduce all impacts to a less than significant level.

Response F7:

Thank you for your comment. Any potentially significant impacts related to air quality would be reduced to a less than significant level.

Response F8:

Thank you for your comment. Any potentially significant impacts related to biological resources would be reduced to a less than significant level.

Response F9:

Thank you for your comment. Any potentially significant impacts related to cultural resources would be reduced to a less than significant level.

Response F10:

Thank you for your comment. Any potentially significant impacts related to hazards and hazardous materials would be reduced to a less than significant level.

Response F11:

Thank you for your comment. Any potentially significant impacts related to water quality would be reduced to a less than significant level.

Response F12:

Measure NOI-1 will be implemented to restrict the contractor when construction can take place according to the Nevada County Noise Ordinance (Section. L-II 4.1.7). No work will occur on national holidays unless authorized by the County Engineer. Based upon the residents' requests, construction hours will be changed to 7:00 am to 6:00 pm on weekdays and 8:00 am to 6:00 pm on Saturdays. Construction will not occur beyond these hours or on Sundays unless deemed necessary by the County Engineer to avoid delays due to weather or to complete an important phase of construction.

Response F13:

Thank you for your comment. Any potentially significant impacts related to Transportation/Traffic would be reduced to a less than significant level.

Response F14:

Thank you for your comment. Any potentially significant impacts related to Tribal Cultural Resources would be reduced to a less than significant level.

Response F15:

Thank you for your comment. The Truckee River Bridge has been designed as a concrete box girder bridge, which is very similar to the existing bridge (see Appendix F in the Final IS/MND for bridge cross section). The new bridge would improve the overall visual environment of the area for viewers. The utility conduit on the side of the existing bridge may be moved inside the new bridge for improved aesthetics.

Response F16:

Thank you for your comment. Any potentially significant impacts related to Air Quality would be reduced to a less than significant level.

Response F17:

Thank you for your comment. All potentially significant impacts related to Biological Resources would be reduced to a less than significant level.

Response F18:

Thank you for your comment. All potentially significant impacts related to Cultural Resources would be reduced to a less than significant level.

Response F19:

Thank you for your comment. All potentially significant impacts related to Geology and Soils would be reduced to a less than significant level.

Response F20:

Thank you for your comment. Implementation of a secondary escape route is not part of the bridge replacement and rehabilitation project. However, your comment will be noted in the Final IS/MND and may be considered for a future project by the County.

Response F21:

Thank you for providing us with this information. There is a potential for the temporary trestle to impede access for rafts and/or boats. Additionally, there would be construction activities that would not allow uncontrolled rafting access. A new measure has been added to the Recreation section of the Final IS/MND to provide notice to rafting and recreational companies that use the Truckee River in the area, and also requirements for the contractor to prepare a plan for potential rafting/boating access and provides upstream notifications regarding planned closures.

Response F22:

Thank you for providing us with this information. It will be noted within the Final IS/MND.

Response F23:

The Mitigation Monitoring and Reporting Program is available as Chapter 4 of the Hirschdale Road Bridges IS/MND. Official monitoring records from Project construction activities are submitted to the permitting agencies at the end of the project and can be made available to the public upon request.

Response F24:

Please refer to Response F1 and F2 above.

Response F 25:

Figure 3 “Area of Potential Effects” is a cultural resources term for where the archeological and historical resource study area for the ESA Action Plan is located. Figure 3 “Project Features” shows the Project Area which is also considered the Project Study Area where all environmental impacts are analyzed. This is why there are slight diversity in the figures. All property owners with potential for their lands to be impacted or where Temporary Construction Easements are necessary will be contacted prior to any construction activity during the final design and right-of-way process. During this process, the County will negotiate with property owners to acquire permission to allow access for construction. The location of septic lines will be considered during the final design and right of way process.

Response F26:

The roadway approaches at either end of both bridges would be repaved up to approximately 100 feet, after bridge replacement and rehabilitation processes are complete. Hirschdale Road will be maintained by the County. Details regarding the continued maintenance of Hirschdale Road may be requested at the Nevada County Department of Public Works. Currently, snow removal extends to the east side of the Hirschdale Bridge over the UPRR.

Response F27:

This project is the replacement of the Truckee River Bridge and rehabilitation of the Hirschdale Road UPRR Overhead. At this time, the project is not installing garbage receptacles and is not installing any bathroom facilities. Those facilities would need to be part of another project.

Response F28:

The County has made public outreach/engagement a critical design and planning consideration throughout the life of the Project. Specifically, the County held a public information meeting on September 20, 2017 to disclose the revised project plan and to solicit public input early in the design and planning phase. According to CEQA Article 13 Section 15202, "CEQA does not require formal hearings at any stage of the environmental review process. Public comments may be restricted to written communication." Therefore, as a subsequent re-circulation Hirschdale Road Bridges Project IS/MND, and the level of public outreach/engagement throughout the life of the Project, the County determined a second public information meeting was not necessary. The current design description we have in the IS/MND of the bridge design is a concrete box girder bridge, which is essentially a replacement of the design type. A typical section of the bridge design is provided in Appendix F.

Response F29:

The County anticipates that the Boca Quarry Expansion Project will be conditioned to use the Stampede Meadows access, to do improvements on that road, and to pay into its maintenance for the right to use it. A Draft EIR for the Boca Quarry Expansion Project has been released and public review will close on July 8, 2019. Coleen Shade (Coleen.Shade@co.nevada.ca.us), the County planner in charge of that project can be contacted in order to be placed on the notification list. Public comments will be accepted during the project's public notice process.

Response F30:

Thank you for your comment and all of the attachments. All personal information has been removed from the attachments; however, all of the provided information will be included in the Final IS/MND.

Comment G. Janet R. Phillips; June 7, 2019

From: [REDACTED]
Sent: Friday, June 07, 2019 6:39 PM
To: Jessica.Hankins@co.nevada.ca.us
Cc: richard.anderson@co.nevada.ca.us
Subject: Hirschdale Bridge project comment

Hello Jessica,

With regard to the IS/MND for Hirschdale Bridge replacement, I read the study and thought it satisfied all the requirements of mitigation. I also agree with the detailed letter from Cheryl Andresen.

My only request is that if possible, during construction to provide a bike/ped alternate route across the river and railroad. We will be completing the Tahoe-Pyramid Trail from Truckee to Reno by end-of-summer 2019, and would very much like to have that route remain open in coming years. At a minimum, if weekend access could be provided that would be helpful. I know this is a big request from a construction perspective.

G1

Thank you.

Janet R. Phillips, President
Tahoe-Pyramid Trail
4790 Caughlin Parkway, #138
Reno, NV 89519

[REDACTED]
www.tahoepyramidtrail.org

Response G1:

During construction, access for bicyclists and pedestrians over the Truckee River Bridge will always be provided (either across the bridge while the temporary trestle is being constructed/removed or across the temporary trestle once it is complete). For the Hirschdale Overhead, access will always be open during the weekends, and during the week days there will be approximately 10 days of closure likely to reconstruct the railings.

Comment H. State of California – State Clearinghouse and Planning Unit



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

May 29, 2019

Jessica Hankins
Nevada County
950 Maidu Avenue
Nevada City, CA 95959

Subject: Hirschdale Road Bridges Project
SCH#: 2019049146

Dear Jessica Hankins:

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 5/28/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: <https://ceqanet.opr.ca.gov/2019049146/2> for full details about your project.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

H1

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

Response H1:

Thank you for your response.