

DOG BAR ROAD BRIDGE REPLACEMENT PROJECT

**DISTRICT 3-NEV
BRIDGE No. 17C-0031
PROJECT No. BRLO-5917(084)**

**~~DRAFT~~ FINAL INITIAL STUDY WITH
PROPOSED MITIGATED NEGATIVE DECLARATION**



Prepared by Dokken Engineering
On behalf of Nevada County



March June 2021

General Information About This Document

What's in this document:

The Nevada County Department of Public Works has prepared this Initial Study, which examines the potential environmental impacts of the Dog Bar Road Bridge Replacement (Project) being proposed over Bear River in Nevada County. The document explains the proposed Project details and the existing environment that could be affected by the Project, potential impacts, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- ~~Please read the document. An electronic copy of the document is available for review at: <http://dokkenbridges.com/nevada-county/dog-bar-road-over-bear-river.html>~~
- ~~Submit comments by the deadline: Monday, April 26, 2021. The comment period for this document concluded on April 26, 2021. Comments and response to comments are included in Appendix E.~~

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The Dog Bar Road Bridge over Bear River carries two-way traffic on a one-lane bridge connecting Nevada and Placer Counties. The narrow bridge with a curb-to-curb roadway width of 13 feet and 8 inches does not meet standards for bridge cross sections. The sharp turns at each end of the bridge roadway have also resulted in impacts to the existing bridge railing.

The removal of the existing bridge and replacement with a new, broadened curve radius that extends slightly upstream was found to be the most responsive solution. The existing bridge, which is not eligible for the National Register of Historical Places, will be removed and a new, two-lane, cast-in-place prestressed concrete box girder bridge will be constructed. The existing bridge will be utilized until the new bridge is complete.

Determination

This proposed Mitigate Negative Declaration is included to give notice to interested agencies and the public that it is Nevada County's intent to adopt a Mitigated Negative Declaration for this Project. This does not mean that the decision on the Project is final. This Mitigated Negative Declaration is subject to changes based on comments received from interested agencies and the public.

Nevada County has prepared an Initial Study for this Project and, pending public review, expects to determine from this study that the proposed Project would not have a significant effect on the environment for the following reasons.

The Project would have no impact on agriculture and forest resources; land use and planning; mineral resources; population and housing; public services; ~~recreation~~; and wildfire.

The Project would have a less than significant impact on aesthetics; energy; greenhouse gas emissions; recreation; transportation; and utilities and service systems.

The Project would have less than significant impact with mitigation on air quality; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; noise; and tribal cultural resources.

Patrick Perkins

May 27, 2021

Jessica Hankins
Project Manager
Nevada County
CEQA Lead Agency

Date

Executive Summary

The Dog Bar Road Bridge (No. 17C-0031) over Bear River carries two-way traffic on a one-lane bridge connecting Nevada and Placer Counties. The narrow bridge with a curb-to-curb roadway width of 13 feet and 8 inches does not meet standards for bridge cross sections. Additionally, the sharp curves at each end of the bridge roadway approaches have resulted in impacts to the bridge railing.

The historic value of the existing bridge is listed as a Category 5 Bridge in the Caltrans bridge inventory, indicating that it is not eligible for inclusion in the National Register of Historical Places. Therefore, the existing bridge will be removed and a two-lane, cast-in-place prestressed concrete box girder bridge, approximately 235 feet long, will be built directly upstream.

The following features will be part of the bridge:

- An approximately 32' wide bridge with two lanes each 11' wide
- 135' curve radius (helps to accommodate larger trucks)
- New roadway realignment

The Project would require temporary construction easements (TCE) on private property northeast of the existing east roadway bridge approach. No utilities are required to be relocated as part of this Project. Construction access would be from Dog Bar Road approaching from the north. Construction staging would be located adjacent to the existing west roadway bridge approach.

The measures to reduce potential effects to insignificance are summarized below.

Table 1: Summary of Potential Impacts

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Aesthetics	Less than Significant Impact	N/A
Agriculture and Forest Resources	No Impact	N/A
Air Quality	Less than Significant Impact with Mitigation	Dust control during construction.
Biological Resources	Less than Significant Impact with Mitigation	ESA and wildlife exclusion fencing; environmental awareness trainings; agency-approved biologist inspection for FYLF; BMP implementation to reduce erosion; post-construction re-vegetation.
Cultural Resources	Less than Significant Impact with Mitigation	Compliance with regulations relating to unexpected discovery of cultural resources or human remains.
Energy	Less than Significant Impact	N/A
Geology and Soils	Less than Significant Impact with Mitigation	Implementation of an SWPPP
Greenhouse Gas Emissions	Less than Significant Impact	N/A
Hazards and Hazardous Materials	Less than Significant Impact with Mitigation	Preparation of an SPCCP

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Hydrology and Water Quality	Less than Significant Impact with Mitigation	Standard BMPs; ESA fencing; acquisition of an NPDES permit; implementation of an SWPPP.
Land Use and Planning	No Impact	N/A
Mineral Resources	No Impact	N/A
Noise	Less than Significant Impact with Mitigation	Standard Noise Control and BMPs
Population and Housing	No Impact	N/A
Public Services	No Impact	N/A
Recreation	No Less than Significant Impact	N/A
Transportation/ Traffic	Less than Significant Impact	N/A
Tribal Cultural Resources	Less than Significant Impact with Mitigation	Compliance with regulations relating to unexpected discovery of cultural resources or human remains.
Utilities and Service Systems	Less than Significant Impact	N/A
Wildfire	No Impact	N/A
Mandatory Findings of Significance	Less than Significant Impact with Mitigation	N/A

The detailed CEQA checklist with discussion and findings of Project impacts on each resource is in Section 2 of this Initial Study.

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List of Abbreviations

AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
APE	Area of Potential Effects
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CARB	California Air Resources Board
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFG	California Fish and Game
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CWA	Clean Water Act
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FYLF	Foothill Yellow-Legged Frog
GHG	Greenhouse Gases
HBP	Highway Bridge Program
IPCC	Intergovernmental Panel on Climate Change
ITP	Incidental Take Permit
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places

O ₃	Ozone
Pb	Lead
PM	Particulate Matter
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Temporary Construction Easement
TCRs	Tribal Cultural Resources
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
WPCP	Water Pollution Control Plan

1.0 Project Description

1.1 Introduction

The Dog Bar Road Bridge (No. 17C-0031) over Bear River carries two-way traffic on a one-lane bridge connecting Nevada and Placer Counties. The narrow bridge with a curb-to-curb roadway width of 13 feet and 8 inches does not meet standards for bridge cross sections. Additionally, the sharp curves at each end of the bridge roadway approaches have resulted in impacts to the bridge railing.

Based on the Feasibility Study conducted in April 2020, the removal of the existing bridge and replacement with a new, broadened curve radius was found to be the most responsive solution. The existing bridge has deficiencies related to structure capacity and functionality; a Caltrans inspection report dated August 2019, gave the bridge a 45.6 Sufficiency Rating. The Highway Bridge Program (HBP) requires that any funded project raise the bridge sufficiency rating above 50; the sufficiency rating cannot be increased above 50 without replacement.

The historic value of the existing bridge is listed as a Category 5 Bridge in the Caltrans bridge inventory, indicating that it is not eligible for inclusion in the National Register of Historical Places. Therefore, the existing bridge will be removed and a two-lane, cast-in-place prestressed concrete box girder bridge, approximately 235 feet long, will be built directly upstream.

The following features will be part of the bridge (Figure 3):

- An approximately 32' wide bridge with two lanes each 11' wide
- 135' curve radius (helps to accommodate larger trucks)
- New roadway realignment

Traffic will be relatively undisturbed on the existing bridge during construction with the existing bridge being removed after traffic is moved onto the new bridge. This allows for a much shorter construction time with the new bridge being built in one season.

1.2 Purpose

The purpose of the Project is to replace an existing bridge with structural and functionality deficiencies with a new bridge with a broadened curve radius and wider lanes on a new roadway alignment that can accommodate larger vehicles. Public safety will also be increased by eliminating the sharp curves at each bridge approach on the current one-lane bridge.

1.3 Need

The existing one-lane bridge causes vehicles the need to stop prior to the sharp turns on the roadway at each end of the bridge if oncoming traffic is coming. The bridge travels over Bear River and connects Nevada County to Placer County. A new bridge is necessary to improve functionality and meet capacity requirements that will accommodate two-way traffic and maintain access across the river.

1.4 Alternatives

The Project includes a build alternative and a no-build alternative.

1.4.1 Build Alternative

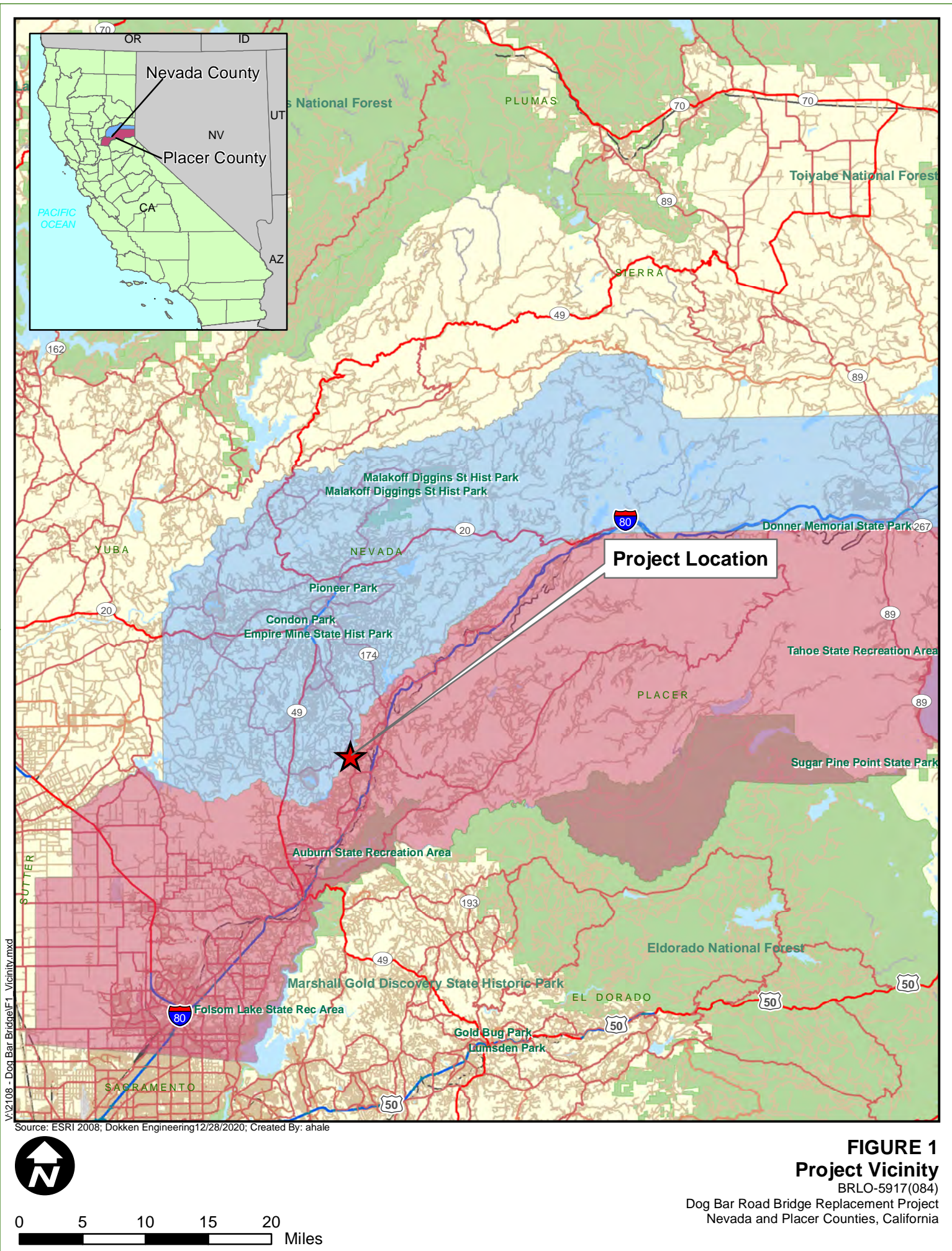
The build alternative would consist of the following improvements:

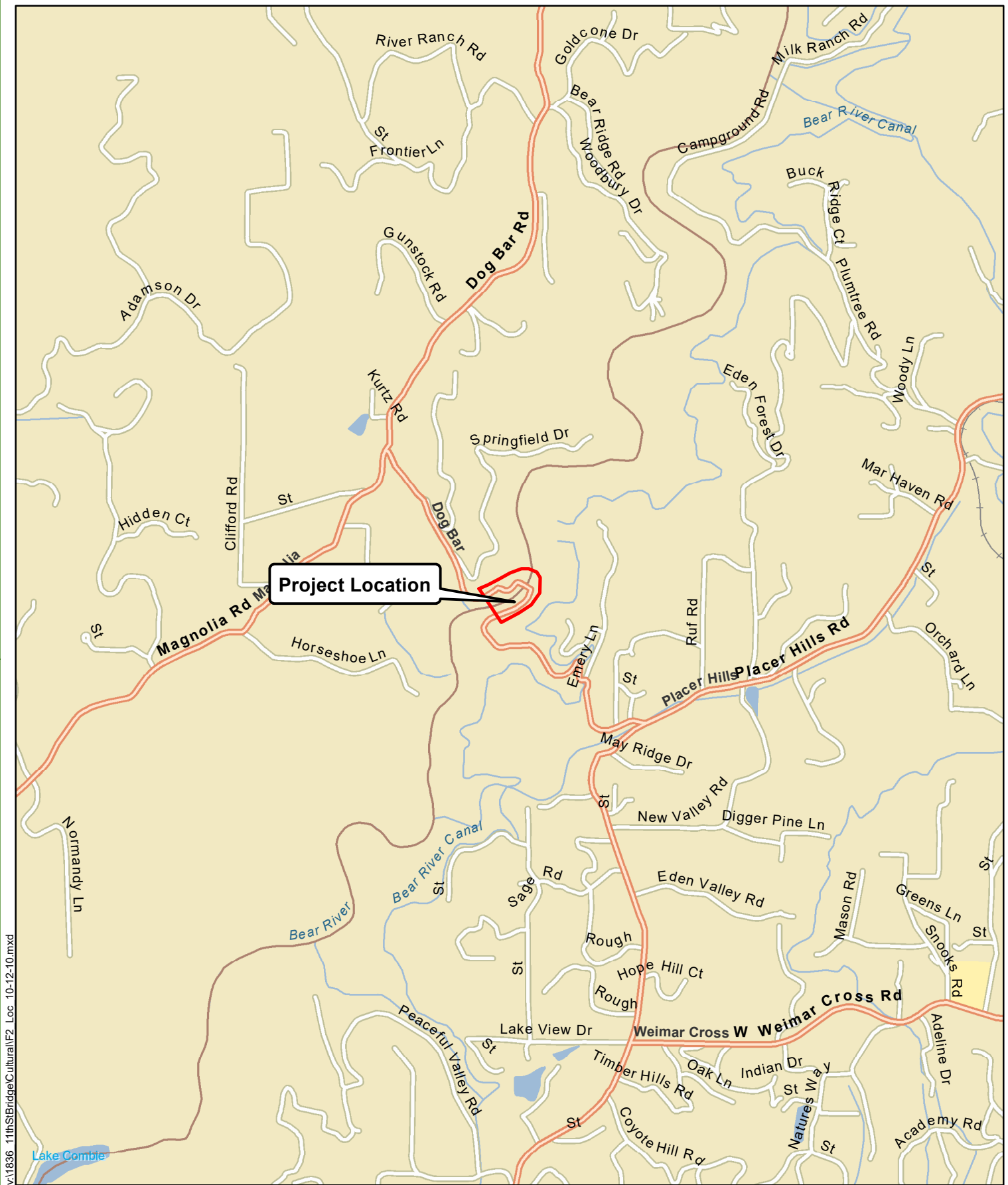
- An approximately 32' wide bridge with two lanes each 11' wide
- 135' curve radius (helps to accommodate larger trucks)
- New roadway realignment

The Project would require temporary construction easements (TCE) on private property northeast of the existing east roadway bridge approach. No utilities are required to be relocated as part of this Project. Construction access would be from Dog Bar Road approaching from the north. Construction staging would be located adjacent to the existing west roadway bridge approach.

1.4.2 No-Build Alternative

The no-build alternative would not construct a new bridge and keep the existing bridge with a 45.6 sufficiency rating in place. This alternative would not make improvements or changes to the existing sharp curves on each end of the one-lane bridge.





\\1836-11thSt\Bridges\Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 12/28/2020; Created By: ahale

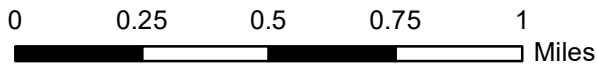


FIGURE 2
Project Location
 BRLO-5917(084)
 Dog Bar Road Bridge Replacement Project
 Nevada and Placer Counties, California

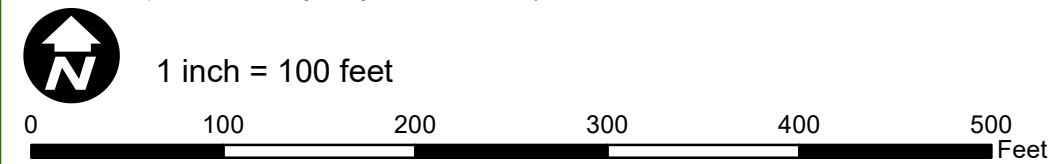


Figure 3
Project Features
BRLO-5917(084)
Dog Bar Road Bridge Replacement Project
Nevada and Placer Counties, California

1.5 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for Project construction.

Table 2: Permit and Approvals Needed

Agency	Permit/Approval	Status
California Department of Fish & Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	To be obtained during Final Design
Regional Water Quality Control Board	Section 401 Water Quality Certification	To be obtained during Final Design
U.S. Army Corps of Engineers	Section 404 Nationwide Permit Authorization	Covered under the 404 Nationwide Non-Notifying Permit #14
State Regional Water Quality Control Board	National Pollution Discharge Elimination System (NPDES) Construction General Permit	To be obtained prior to the start of construction
California Department of Fish & Wildlife (CDFW)	Section 2081 Incidental Take Permit for Foothill Yellow-legged Frogs	To be obtained prior to the start of construction
<u>Central Valley Flood Protection Board (CVFPB)</u>	<u>Encroachment Permit</u>	<u>To be obtained prior to the start of construction</u>

2.0 CEQA Initial Study Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a Project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

2.1 AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

DISCUSSION

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

No Impact. There are no scenic vistas within the Project area.

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

Less than Significant Impact. The Project will remove vegetation along the embankment to accommodate for the new roadway and bridge. All open graded areas will be revegetated following construction using construction Best Management Practices (BMP) as described in mitigation measure BIO-1.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?*

No Impact. The Project would not degrade the existing visual character or quality of public views of the site and surroundings.

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

No Impact. The new bridge and Project features would not create a new source of glare nor affect day or nighttime views in the area.

FINDINGS

The Project would not adversely affect any designated scenic resource or vista nor substantially change the current visual environment. The Project would have **Less than Significant Impact** relating to aesthetics.

2.2 AGRICULTURE AND FOREST RESOURCES

Would the Project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in 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"/>

AFFECTED ENVIRONMENT

The land use designation at the Dog Bar Bridge Project area is Rural 20 acre (RUR-20) in the Nevada County General Plan and the zoning district is Agriculture 20 acre (AG-20).

DISCUSSION

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. Based on the California Important Farmland Finder map there are no farmlands within the Project area nor in the general vicinity of the Project.

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

No Impact. Based on a review of the Nevada County General Plan, there are no parcels with a Williamson Act contract within the Project limits. The Project would also not conflict with any existing zoning for agricultural use as it is owned by the Nevada Irrigation District.

- 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))?*

No Impact. There are no forests or forest resources located within the Project area; therefore, the Project would have no impacts with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

No Impact. There are no forests or forest resources located within the Project area; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use and there would be no impact on forest land.

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

No Impact. The Project is consistent with state and local farmland protection programs and policies. Furthermore, the Project would have no conversion of farmland or agriculture use in the Project area. No other changes in the existing environment which could result in the conversion of Farmland are anticipated.

FINDINGS

The affected land is not under a Williamson Act contract. A partial parcel acquisition or roadway easement from the Nevada Irrigation District would be necessary to complete the Project, which would meet the purpose and need of the Project and be beneficial to the surrounding land. The Project would result in **No Impact** to Agricultural and Forest Resources.

2.3 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:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

The Clean Air Act (CAA) as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), lead (Pb), and sulfur dioxide (SO₂).

Federal and State Ambient Air Quality Standards

California and the federal government have established standards for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The pollutants of greatest concern in the project area are ozone, particulate matter-2.5 microns (PM_{2.5}) and particulate matter-10 microns (PM₁₀). **Table 3** shows the state and federal standards for a variety of pollutants.

State Regulations

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

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

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

CEQA.

AFFECTED ENVIRONMENT

The Project, located within Nevada County, is in the Mountain Counties Air Basin and is subject to the Northern Sierra Air Quality Management District requirements and regulations.

DISCUSSION

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

No Impact. The Project is consistent with the site land use and zoning; construction of the Project would not conflict with or obstruct implementation of any air quality plan.

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less than Significant Impact with Mitigation. The California Air Resources Board (CARB) is required to designate areas of the state as attainment, non-attainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “non-attainment” designation indicates that a pollutant concentration violated the standard at least once within a calendar year. The area air quality attainment status of Nevada County is shown on **Table 2**.

Table 3: NAAQS and CAAQS Attainment Status for Nevada County

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 1-Hour	-	Non-attainment
Ozone – 8-Hour	Non-attainment	Non-attainment
PM ₁₀	Unclassified	Non-attainment
PM _{2.5}	Unclassified/Attainment	Unclassified
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified	Attainment
Hydrogen Sulfide	-	Unclassified
Source: California Air Resources Board 2010		

Operational Emissions

The proposed Project is not a capacity increasing project and would not cause a change in the traffic patterns that would increase air pollutants. The addition of one lane to the bridge would improve traffic flow and eliminate idling vehicles waiting to cross the existing one-lane bridge, which in turn would slightly reduce criteria pollutant emissions and result in a small but beneficial impact on air quality in the long term. Since traffic would not increase after construction, there would be no additional regional or local air emissions and no adverse impact on air quality. Accordingly, the proposed Project would not exceed the applicable thresholds of significance for air pollutant emissions during operation. Therefore, operation of the Project would not result in a cumulatively considerable net increase in any criteria pollutant for which the Project region is in non-attainment.

Construction Emissions

Construction activities associated with the construction of the new bridge and demolition of the existing bridge will result in some temporary incremental increases in air pollutants, such as ozone precursors and particulate matter due to operation of gas powered equipment and earth moving activities. However, the proposed construction activities would be temporary in nature and are not anticipated to generate large amounts of dust or particulates with the implementation of standard air quality best management practices. The Project would be implementing best available control measures, as required by **AQ-1**, to reduce dust and particulate spreading. The table below summarizes the project emissions, which would not exceed the Northern Sierra Air Quality Management District (NSAQMD) Level B threshold.

Table 4: Construction Emission Levels

Pollutant	Maximum Daily Construction Emissions (Pounds per Day)	NSAQMD Construction Emissions Level B Threshold (Pounds per Day)
Respirable Particulate Matter (PM ₁₀)	6.07	79-136 lbs/day
Oxides of Nitrogen (NO _x)	103.73	24-136 lbs/day
Reactive Organic Gas (ROG)	9.57	24-136 lbs/day
Source: Road Construction Emissions Model, Version 8.1.0 & NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects, 2009		

All construction activities would follow the NSAQMD rules and would implement all appropriate air quality BMPs, including minimizing equipment idling time and use of water or similar chemical palliative to control fugitive dust. The implementation of **AQ-1** would also be used to minimize effects of impacts on air quality due to construction. These measures provide compliance guidelines for minimizing fugitive dust to protect sensitive receptors. With adherence to **AQ-1** construction emissions would result in a **Less Than Significant Impact**.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The proposed Project would not generate any substantial pollutant concentrations, and the project location is in a sparsely populated area with the nearest sensitive receptor approximately 650 feet southeast surrounded by contiguous vegetation. Recreational users do use Bear River and could be exposed to pollutants in the air caused by demolition or construction activities; however, activities are anticipated to be intermittent and only occur during weekdays when recreational use is low.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Short-term air quality impacts may occur due to the release of particulate emissions (airborne dust) generated by construction activities; however, they would not adversely impact any residents due to the distance of homes from the project area. Recreational users use Bear River in the vicinity and could be exposed to other emissions and dust caused by construction activities, however, measure **AQ-1** would reduce potential impacts to a less than significant level.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

AQ-1: Prior to the start of construction, a Fugitive Dust Control Plan issued by the NSAQMD shall be obtained.

FINDINGS

Long-term air quality impacts are not anticipated as a result of the bridge replacement project. The Project would comply with all federal, state, and NSAQMD standards. Short term emissions from construction would result in a **Less than Significant Impact with Mitigation**.

2.4 BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service, or NOAA Fisheries?	<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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

This section describes the Federal, State, and local plans, policies, and laws that are relevant to biological resources within the Biological Study Area (BSA). Applicable Federal permits and approvals that will be required before construction of the Project are provided in Section 1.5.

Federal Regulations

Federal Endangered Species Act

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

Clean Water Act

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

are unlawful unless they are specifically authorized by a permit; permit review is CWA's primary regulatory tool.

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

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

State Regulations

California Environmental Quality Act

California State law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. Nevada County is the CEQA lead agency for this Project.

California Endangered Species Act

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

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

Section 1602: Streambed Alteration Agreement

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

Section 3503 and 3503.5: Bird and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could contain nesting sites.

Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the Migratory Bird Treaty Act (MBTA) or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

AFFECTED ENVIRONMENT

The Biological Study Area (BSA) was defined as the proposed Project impact area and an approximately 50-foot buffer to capture adjacent habitat communities. The Project impact area includes all temporary and permanent impacts related to the Project, access, and right-of-way. The Project BSA encompasses surrounding habitat adjacent to the Project impact area. The Project impact area is approximately 11.2 acres and the BSA is approximately 14.5 acres. The BSA spans approximately 770 feet from north to south, and approximately 970 feet from west to east.

Physical Conditions

The elevation within the BSA ranges from approximately 1,870 to 1,670 feet above mean sea level. In the vicinity of the BSA, annual temperatures range from a high of 91 degrees Fahrenheit to a low of 35 degrees Fahrenheit, and the average annual rainfall is 47 inches (U.S. Climate Data 2020). The topography within the Project limits consists of steep slopes, ranging from 5 to 60 percent slopes. Soil within the BSA consists of Boomer, hard bedrock- Rock outcrop complex, 15 to 60 percent slopes, Placer diggings and Mariposa-Rock outcrop complex, 5 to 50 percent slopes.

Biological Conditions

Vegetation communities within the BSA were identified during biological surveys (Figure 4).

Urban/Development

Urban and developed areas within the BSA include Dog Bar Road and two barren dirt areas adjacent to Dog Bar Road in the northern portion of the BSA. No vegetation is present within this habitat type. Approximately 0.77 acres (<1%) of the BSA is classified as urban/development.

Foothill Riparian

The habitat identified as foothill riparian within the BSA is located adjacent to Bear River. Foothill riparian habitat supports a plant and animal community adapted to flooding and wet conditions. This habitat is associated with streams, rivers and lakes resources. The dominate species that compose the canopy of the foothill riparian habitat within the BSA include white alder (*Alnus rhombifolia*), arroyo willow (*Salix lasiolepis*), pacific willow (*Salix lasiandra*), oregon ash (*Fraxinus latifolia*) and valley oak (*Quercus lobata*). The understory of the habitat is comprised of lush herbaceous plants, including, black elderberry (*Sambucus nigra*), California rose (*Rosa californica*), winter vetch (*Vicia villosa*) and California grape (*Vitis californica*). Foothill riparian comprises approximately 4.1 acres (29%) of the BSA.

Montane Hardwood

Montane hardwood habitat is found on higher elevation slopes within the BSA. This habitat community is dominated by native, hardwood trees including valley oak, black oak (*Quercus velutina*), California bay (*Umbellularia californica*), California buckeye (*Aesculus californica*) and interior live oak (*Quercus wislizeni*). The BSA contains approximately 7 acres (48.2%) of montane hardwood habitat.

Bear River (Riverine)

The river channel within the BSA consists of the Bear River (Riverine). Bear River is an ephemeral tributary of the Feather River in the Sierra Nevada. This river carries seasonal flow and snow melt from the Sierra Nevada mountain range. The streambed within the BSA is mainly composed of bedrock, cobble stone with some small gravel and small boulders. The BSA contains approximately 2 acres (17.9%) of the Bear River (Riverine).

Wildlife

The only animal species observed during the May 2020 biological survey were three bird species: Canada goose, osprey, and spotted towhee. Other wildlife anticipated to occur within the BSA include common species typically found in foothill riparian habitat. A complete list of species observed, including plants, within the BSA is provided within the Natural Environment Study (NES).

Habitat Connectivity

According to CDFW Essential Connectivity Areas, the Project is outside of any essential habitat connectivity areas. Furthermore, the Project would not add to existing habitat fragmentation within the Project vicinity and would not create an obstacle for the movement of wildlife species. The Project would not impact any wildlife migratory corridors, linkages or other habitat connectivity.

Record Search and Field Survey

Plant and animal species are considered to have special status if they have been listed as such by Federal or State agencies or by one or more special interest groups, such as CNPS. Prior to the field surveys, literature searches of the USFWS, NMFS, CNDDDB, and CNPS databases (see Appendix A) were conducted to identify regionally sensitive species with potential to occur in the Project vicinity. The Special Status Species table (Appendix B) provides a list of regional species of special concern returned by database searches, describes the habitat requirements for each species, and states if the species was determined to have potential to occur within the BSA.

Prior to field surveys, the BSA was defined as the proposed Project impact area, including all areas necessary to accommodate the design and facilitate construction. Field surveys, habitat assessments and analysis of special status species occurrences were conducted to determine the potential for species to occur within the BSA. Field surveys were conducted on May 12, 2020, by Dokken Engineering biologists Scott Salembier and Hanna Sheldon and included walking meandering transects through the entire BSA, observing and mapping vegetation communities, compiling notes on observed flora and fauna, and assessing the potential for existing habitat to support sensitive plants and wildlife.

While Foothill Yellow Legged Frogs (FYLF) were not observed during the May 12 field survey, the BSA contains a perennial freshwater stream with rocky substrate and riffles, as well as adjacent riparian habitat that supports the species. There are more than 30 CNDDDB documented

occurrences of the species within a 10-mile radius of the BSA. The nearest and most recent occurrence is from 2019 and is located approximately one mile northeast of the BSA, upstream of Bear River (Riverine). The species was found resting on a moss-covered rock in a small creek that connects to Bear River (Riverine). Due to the presence of suitable habitat and the number of local recent occurrences, the species is presumed present within the BSA.

Foothill Yellow Legged Frog

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

The proposed Project anticipates impacting FYLF habitat present within the BSA. Temporary impacts to FYLF habitat include the temporary disturbance of approximately 0.21 acres of the Bear River (Riverine) as a result of the construction of a temporary trestle and removal of the existing bridge. Furthermore, the proposed Project will have no permanent net impacts to the Bear River (Riverine). The removal of the existing in-water pier will create approximately 88 square feet of aquatic habitat within the Bear River (Riverine).

DISCUSSION

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

Less Than Significant Impact with Mitigation. Literature research, habitat assessments, and biological surveys determined that one special status wildlife species has the potential of occurring within the BSA: the foothill yellow-legged frog (*Rana boylei*) (FYLF), which is state listed as threatened for the northeast/northern Sierra clade. The FYLF is considered to have a high potential to occur within the BSA based on nearby known occurrences and presence of suitable habitat within the BSA. As a result of potential Project related impacts to state listed species, consultation with CDFW will be required to obtain a 2081 Incidental Take Permit for FYLF.

With the implementation of measures **BIO-11** through **BIO-14**, impacts to foothill riparian habitat will be minimized to the greatest extent feasible. Additionally, a buffer area will be left due to the potential benefits it may provide to state listed species, including the Foothill Yellow Legged Frog (*Rana boylei*) (FYLF). This buffer will create basking habitat for the species.

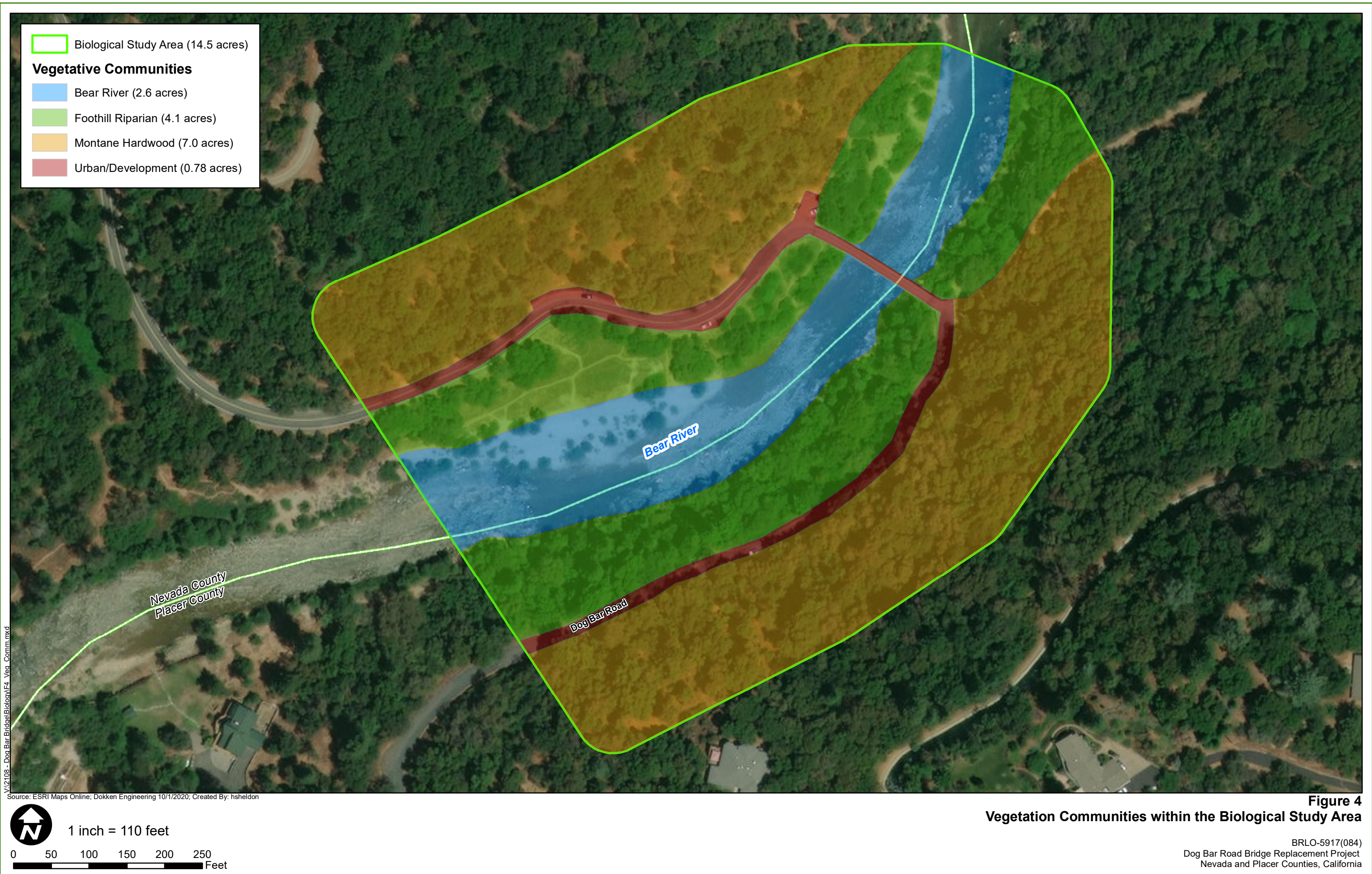
- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

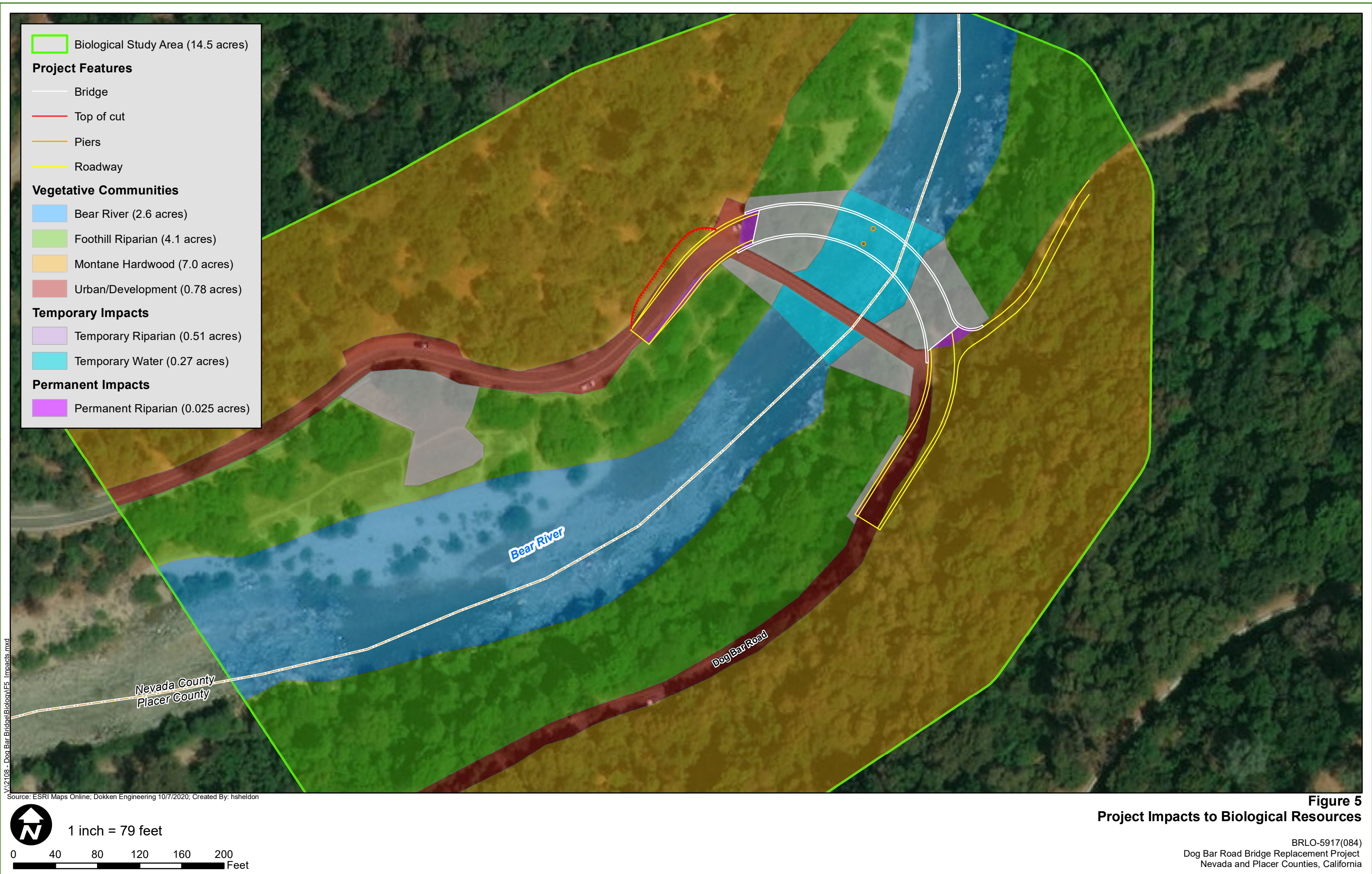
Less than Significant with Mitigation. Project impacts to sensitive habitats, including foothill riparian habitat, which makes up approximately 4.1 acres of the Project area, are anticipated to be minor and are not anticipated to substantially degrade the existing habitat community. The Project will minimize impacts to foothill riparian habitat through the use of avoidance and minimization measures, BMPs, and by complying with all permit conditions specified by regulatory agencies during the permitting phase of the Project.

With the implementation of measures **BIO-1** through **BIO-9**, impacts to foothill riparian habitat will be minimized to the greatest extent feasible. Compensatory mitigation will be implemented in accordance with permitting agencies, as stated below in measure **BIO-10**.

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

Less than Significant with Mitigation. According to biological field surveys, National Wetlands Mappers and the EPA's Google Earth Water Layer, there are no wetlands present within the Project BSA. The only water feature present within the BSA is the Bear River (Riverine), a jurisdictional water of the U.S. and State. The proposed Project will have approximately 0.27 acres of temporary impacts to the Bear River. No net permanent impacts are anticipated, due to the creation of approximately 88 square feet of aquatic habitat from removal of the existing in-water pier. Prior to work within the Project area, the following permits, relating to waters, will be obtained: a Section 1602 Streambed Alteration Agreement from CDFW and a Section 401 Water Quality Certification from the RWQCB for potential discharge into Federal waters. The Project will implement standard BMP's to avoid impacts to local water quality.





- 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?*

No Impact. The Project is not anticipated to have any effects to the habitat connectivity for birds, fish, or small and medium terrestrial wildlife. No loss of or impediments to habitat connectivity are anticipated.

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

No Impact. The Project would not conflict with any local policies or ordinances that protect biological resources.

- 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?*

No Impact. The Project would not conflict with any adopted Habitat Conservation Plan or other habitat conservation plans.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance and minimization measures, including BMPs shall be implemented to avoid long term and temporary impacts.

BIO-1: Best Management Practices:

- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around sensitive biological resources.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- All erosion control measures, and storm water control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, where applicable, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.

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

- BIO-3:** Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters and foothill riparian habitat shall be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction plans do not further encroach into waters or sensitive habitats. The Project biologist shall periodically inspect the ESA to ensure sensitive locations remain undisturbed.
- BIO-4:** Refueling or maintenance of equipment shall not be permitted to occur on the temporary trestle and must occur at least 40 feet from Bear River. All onsite refueling and maintenance shall occur over plastic sheeting or other secondary containment measures to capture accidental spills before they can contaminate the soil. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).
- BIO-5:** Equipment shall be checked daily for leaks and will be well maintained to prevent lubricants and any other deleterious materials from entering Bear River and the associated riparian area.
- BIO-6:** Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall remain outside of sensitive habitat marked with high-visibility fencing. Any necessary equipment washing must occur where the water cannot flow into sensitive habitat communities.
- BIO-7:** A chemical spill kit shall be kept onsite and available for use in the event of a spill.
- BIO-8:** Secondary containment consisting of plastic sheeting or other impermeable sheeting shall be installed underneath all stationary equipment to prevent petroleum products or other chemicals from contaminating the soil or from spilling directly into the Bear River. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).
- BIO-9:** Vegetation clearing shall only occur within the delineated Project boundaries (impact areas). An ESA fence will be shown on the final plans to delineate which trees can be saved and which will be removed. Where possible and with the guidance of the Project biologist, trees shall be trimmed rather than removed fully. In areas that will be subject to re-vegetation, plants will only be cleared where necessary and when feasible and will be cut above soil level.
- BIO-10:** The construction contractor shall revegetate affected areas of foothill riparian habitat in the western portion of the BSA with a native seed mix approved by the Project biologist. The northwestern and northeastern portion of impacted foothill riparian habitat will be re-vegetated starting approximately 15 feet upland of the ordinary-high water mark. Additionally, the lead agency shall mitigate for the net loss of foothill riparian habitat at a 2:1 ratio at an approved mitigation bank in coordination with permitting agencies.
- BIO-11:** Prior to ground disturbing activities or in-water work, exclusion fencing shall be established on the edge of the Project boundary within foothill riparian habitat and upstream and downstream of Bear River (Riverine) within the Project limits. The final plans will include exclusion fencing within foothill riparian habitat that shall consist of silt fencing, or a similar plastic material, at least 3 feet high. The top few inches of the fence must be curved away (outside) from the construction area to curtail climbing frogs and shall be dug at least 6 inches into the ground. Exclusion fencing within Bear River shall consist of a ¼-inch mesh or smaller opening material and must be sufficiently anchored

to the streambed with rocks and gravel to prevent immigration of frogs and tadpoles underneath into the construction area. The exclusion fencing shall be installed as soon as possible after cessation of winter flows and before the frogs begin to breed.

- BIO-12:** Prior to vegetation removal an agency-approved biologist shall first inspect all areas where ground disturbing activity is anticipated. The agency-approved biologist shall observe all vegetation clearing and grubbing and will have stop work authority. If a FYLF is spotted within an active work area, the agency-approved biologist shall immediately stop work activities. The Permittee, or authorized Permittee representative, of the ITP shall notify CDFW of the finding and take the appropriate actions as included in the final ITP that will be acquired for the Project.

- BIO-13:** The agency-approved biologist shall perform daily clearance sweeps of all in stream areas and surrounding foothill riparian areas of construction activity prior to the commencement of work.

- BIO-14:** The agency-approved biologist shall keep daily monitoring logs of construction activities and FYLF activities.

- BIO-15:** Upon completion of construction activities, any barriers to flow shall be removed, with oversight from the agency-approved biologist, in a manner that would allow flow to resume with the least disturbance to the substrate.

- BIO-16:** All construction crew members will allow wildlife enough time to escape initial clearing and grubbing activities. Initial clearing and grubbing must be accomplished through the use of hand tools.

- BIO-17:** Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spreading of noxious weeds.

- BIO-18:** If hydroseed and plant mixes are used during or post-construction, plant species must consist of a biologist approved plant palette seed mix of native species sourced locally to the Project area.

- BIO-19:** The construction contractor shall avoid removing any vegetation during the nesting bird season (February 15 –August 31). If vegetation must be removed within the breeding season, a pre-construction nesting bird survey must be conducted no more than 3 days prior to vegetation removal. The vegetation must be removed within 3 days from the nesting bird survey.
 A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with the city) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by the County.

BIO-20: The contractor shall dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.

BIO-21: The contractor shall not apply rodenticide or herbicide within the BSA during construction.

FINDINGS

No federally threatened species were determined to have a potential of occurring within the BSA. One California special status species, the FYLF, is presumed to be present within the BSA and, while the Project is not anticipated to substantially alter habits, activities could potentially impact individual FYLF. Mitigation measures will be put in place to reduce impacts to the FYLF and additional measures to prevent harm to other wildlife will be implemented. The Project impacts to Bear River, sensitive habitat communities, and special status species will be **Less than Significant with Mitigation**.

2.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

CEQA established statutory requirements for establishing the significance of historical resources in Public Resources Code (PRC) Section 21084.1. The CEQA Guidelines (Section 10564.5[c]) also require consideration of potential Project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential effects on historical and archaeological resources are considered as part of a Project's environmental analysis. Historical resources, as defined in Section 15064.5 as defined in the CEQA regulations, include 1) cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register); 2) cultural resources included in a local register of historical resources; 3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a Project may have a significant effect on the environment if the Project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

AFFECTED ENVIRONMENT

The horizontal area of potential effects (APE) was established as the area of direct and indirect effects and consists of an approximately 11.2-acre area (see Figure 6 below). This includes all staging areas, vegetation/tree removal, approach roadway realignment, bridge replacement, ground disturbance, and temporary construction easements. The APE extends approximately 600

feet along Dog Bar Road from both sides of the bridge and approximately 200 feet northeast of the bridge and approximately 500 feet wide.

The vertical APE consists of a maximum of 20 feet of depth below the existing ground surface (bgs) to accommodate grading for the construction of bridge abutments. The minimum depth of ground disturbance is approximately 5 feet bgs, required for all roadway approach realignment, vegetation removal, and fill compaction. The Project does not involve relocation of any buried utilities.

Records Search

Dokken Engineering obtained a record search (File #NEV-18-90) for the APE and a one-mile radius surrounding the APE from the North Central Information Center (NCIC), California State University, Sacramento on November 29, 2020. The record search was conducted by NCIC staff Paul Rendes, Assistant Coordinator. The search examined the OHP Historic Properties Directory, OHP Determinations of Eligibility, and *California Inventory of Historical Resources*. The record search disclosed four previously recorded resources (listed below) within the one-mile record search boundary. None of these resources are located within the APE.

- Bear River Canal and diversion dam
- Historic trash scatter
- Mortared rock retaining wall on Dog Bar Road
- Drum-Spaulding Project Historic District

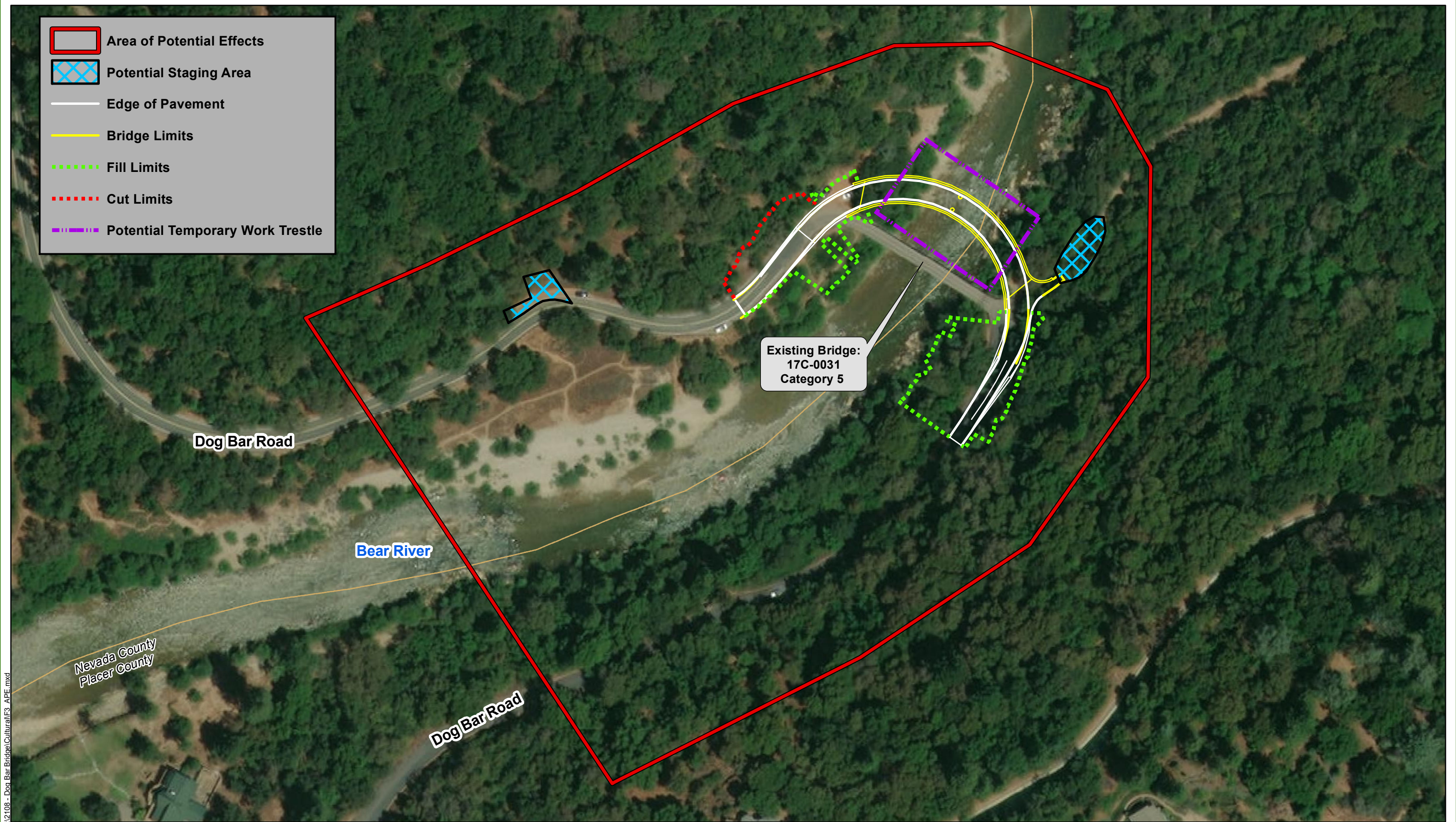
Native American Consultation

On November 11, 2018, and July 28, 2020, Dokken Engineering sent a letter and a map depicting the project vicinity to the NAHC in West Sacramento, asking the NAHC to review the Sacred Lands File (SLF) for any Native American cultural resources that might be affected by the project. The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the project area. A list of Native American individuals who might have information or concerns about the Project was also requested. Gayle Totton, NAHC Associate Governmental Program Analyst, and Nancy Gonzalez-Lopez, NAHC Cultural Resource Analyst, responded on December 4, 2018, and July 29, 2020, respectively, via digital fax that a review of the SLF failed to indicate the presence of Native American cultural resources in the Project area or within a one-mile radius. Native American contact lists were included with both replies.

On August 12, 2020, initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the project. For those individuals that did not reply to the letter, emails were sent on October 6, 2020. The following descriptions below present a summary of consultation in which a response as received.

Colfax-Todds Valley Consolidated Tribe, Pamela Cubbler, Treasurer. No response to the initial letter was received. A follow-up email was sent on October 6, 2020, and a response was received on October 12, 2020, requesting a site visit and attendance during the cultural survey. A site visit took place on October 26, 2020, which involved a partial survey of the APE. No Native American cultural resources were identified during the site visit. While Ms. Cubbler did not request that a tribal monitor be present during construction activities, she did request that the Colfax-Todds Valley Consolidated Tribe be notified of the date of construction and be given permission to conduct a follow-up survey after vegetation clearing and grubbing had been completed. She further requested to be notified should any Native American cultural resources be discovered.

United Auburn Indian Community of the Auburn Rancheria, Antonio Ruiz, Tribal Heritage Specialist. A response was received via email from Anna Starkey, Cultural Regulatory Specialist, on September 16, 2020 informing the County of the Tribe's concern of the cultural sensitivity of the project area. The Tribe asked to participate in the cultural resources survey and review the draft environmental document, cultural report, and records search. The records search and site photos were provided to Ms. Starkey on October 5, 2020, and she was informed that the survey had been conducted with negative results. Ms. Starkey replied on October 5, 2020, that the project had low sensitivity, provided measures to be included in the environmental document prepared for the Project, and stated that no additional consultation was warranted. The measures included halting work in the event that Native American cultural resource was discovered during construction activities; contacting a Native American tribal representative traditionally and culturally affiliated with the Project area to make resource evaluation and treatment recommendations; stating that preservation in place is the preferred treatment of a discovery; and that work at the discovery location would resume after the resource has been fully assessed and treated.



V:\2108 - Dog Bar Bridge\Cultural\F3_APE.mxd

Source: ESRI Maps Online; Dokken Engineering 1/22/2021; Created By: roberts

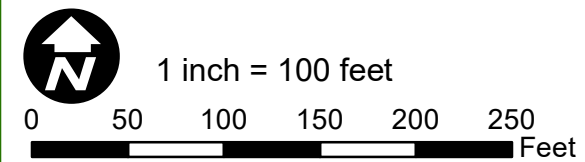


Figure 6
Area of Potential Effects
 BRLO 5917 (084)
 Dog Bar Road Bridge Replacement Project
 Nevada and Placer Counties, California

DISCUSSION

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

No Impact. The Dog Bar Bridge (#17C-031) is classified as a Category 5 – not eligible for listing on the National Register of Historic Places (NRHP) – on the Caltrans Historic Bridge Inventory and, therefore, would have no impact on historical resources.

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

Less than Significant Impact with Mitigation. Dokken Engineering obtained a record search for the APE and a one-mile radius surrounding the APE from the North Central Information Center (NCIC), California State University, Sacramento on November 29, 2020. The record search disclosed four previously recorded resources within the one-mile record search boundary. None of these resources are located within the APE. Brian Marks, Ph.D. (Archaeologist), conducted a pedestrian surface survey on December 14, 2018 to identify and record potential archaeological resources. No historic or archaeological resources were identified during the survey. As with any project that involves subsurface excavation, there is the potential for accidental discovery of previously unidentified cultural resources. Inclusion of **Measure CUL-1** and **CUL-2** into the project design will reduce potentially significant impacts to less than significant levels with mitigation incorporated.

- c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than Significant with Mitigation. No human remains (including those interred outside of dedicated cemeteries) have been identified within or adjacent to the APE. In the event human remains are encountered as a result of construction activity, the implementation of **Measure CUL-3** would reduce this impact to a less than significant level.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

CUL-1: Prior to construction, environmental awareness training shall be provided to all construction workers onsite regarding the possibility of encountering subsurface cultural resources. Native American groups have expressed concerns regarding the Native American resources in the immediate area. Continued consultation will continue throughout the course of the Project.

CUL-2: If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources, if necessary. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

CUL-3: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, California Law requires that work shall halt in that vicinity and the Nevada County Coroner shall be notified immediately to assess the remains. If the coroner determines the human remains to be of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within twenty-four hours of such identification. The NAHC shall then determine

the Most Likely Descendant (MLD) of the human remains and contact the MLD immediately. The County, the MLD, and a professional archaeologist retained by the County shall then consult to determine the appropriate plans for treatment and assessment of the human remains and any associated grave goods.

FINDINGS

A review of the geologic formations, occurrences of bedrock located in the APE, and the steepness of the slopes, indicate that the APE has a low potential for intact archaeological resources. Modern realignment of the road, construction of the bridge, and construction of paved and graveled parking areas also contributes to the low potential for the presence of archaeological resources within the APE. Additionally, it was noted during the survey that the river is a high energy environment, which has annual flood events, and would not be considered a depositional environment, further contributing to the low potential for the APE to contain archaeological resources.

As a result of these identification efforts, no prehistoric or historic-era archaeological resources were identified within or immediately adjacent to the APE. At this time, no further archaeological study is required unless project plans change to include areas not previously included in the project APE or if additional information is received from other sources or special interest groups. As requested, the Colfax-Todds Valley Consolidated Tribe will be kept apprised of the anticipated construction schedule. Both the Colfax-Todds Consolidated Tribe and the United Auburn Indian Community of the Auburn Rancheria will be contacted should Native American cultural resources be discovered within the APE due to project activities.

The Project would have **Less than Significant Impact with Mitigation.**

2.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Less than Significant Impact. Construction of the project would result in a short-term increase in consumption of oil-based energy products associated with construction equipment; however, consumption of those oil-based energy products necessary for the project would be used efficiently and in accordance with applicable local, state, and federal laws. Appropriate construction equipment would be used to minimize wasteful or inefficient actions, and construction energy consumption would not cause a significant reduction in available supplies.

- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

No Impact. The Project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

FINDINGS

The Project would have **Less than Significant Impact** on energy resources and would not conflict with energy efficiency.

2.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AFFECTED ENVIRONMENT

Nevada County is part of the Sierra Nevada Range, a geologic block approximately 400 miles long and 80 miles wide which extends in a north-south band along the eastern portion of California. The geologic substructure of the county can be divided into three very broad groups, Zone I: Western Foothills comprised of metavolcanic and granite formations; Zone II: Central Portion comprised of sedimentary, metasedimentary, and volcanic formations; and Zone III: Eastern Portion comprised of volcanic and granitic formations. The Project is within the Western Foothills area. This area, extending from the Yuba County border to just northeast of the Grass Valley/Nevada City area, is generally comprised of metavolcanic and granitic formations (Nevada County General Plan, Chapter 12: Soils).

Soils within the Project area primarily consist of Mariposa-Rock outcrop complex (5 to 50 percent slopes) and Placer diggings with Boomer, hard bedrock - Rock outcrop complex (15 to 60 percent slopes) bordering Placer diggings north of Bear River.

DISCUSSION

- 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?*
 - ii) *Strong seismic ground shaking?*
 - iii) *Seismic-related ground failure, including liquefaction?*
 - iv) *Landslides?*

No Impact. The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The Project is not located within an Alquist-Priolo Earthquake Fault Zone. However, the Project area is located on Pre-Quaternary Faults, which are older than 1.6 million years or faults without recognized Quaternary displacement. Therefore, according to the California Department of Conservation (CDC), there is very low risk of rupture, ground shaking, and seismic-related ground failure.

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

Less than Significant Impact with Mitigation. The proposed Project would require ground disturbing activities within Bear River and along the banks during demolition of the existing bridge and construction of the new bridge. In order to reduce the potential for erosion, the proposed Project will be designed with erosion control measures including use of rock slop protection. Furthermore, erosion control practices would be required of the Project as part of the Stormwater Pollutant Prevention Plan (SWPPP) identified under 2.10 Hydrology and Water Quality measure WQ-4. With inclusions of these design features, and adherence to SWPPP requirements, impacts associated with erosion and loss of topsoil would be considered less than significant.

- 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?*

Less than Significant Impact. Soil material in the Project area is predominantly Placer diggings, bedrock, and rock outcrop. A less than significant impact to stability may temporarily occur during construction, but the risk of landslide, lateral spreading, subsidence, liquefaction, or collapse is low due to the nature of the terrain and the water profile.

- 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?*

No Impact. Soils within the Project area primarily consist of Mariposa-Rock outcrop complex (5 to 50 percent slopes) and Placer diggings with Boomer, hard bedrock - Rock outcrop complex (15 to 60 percent slopes) bordering Placer diggings north of Bear River. This soil is not considered expansive. Therefore, there would be no impact from expansive soils.

- 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?*

No Impact. The Project would not utilize septic tanks or an alternative waste water disposal system on the site. Therefore, the Project would have no impact due to soils incapable of adequately supporting septic systems.

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

No Impact. No findings of unique paleontological resources or sites or unique geological features were identified in the Nevada County General Plan EIR within the Project area.

FINDINGS

The Project would have **Less than Significant Impact with Mitigation** (see 2.10 Hydrology and Water Quality measure WQ-4) to geology and soils due the soil composition and the implementation of erosion control practices that will be required as part of the Stormwater Pollutant Prevention Plan (SWPPP).

2.8 GREENHOUSE GAS EMISSIONS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO₂, CH₄, NO_x, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

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

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

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.^[1]

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must

^[1] <http://www.epa.gov/climatechange/endangerment.html>

be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

The Project would build a new bridge that eliminates the one-lane bridge that currently causes vehicles to idle while waiting for other travelers to cross the bridge. The Project does not make improvements to the rural road to and from the bridge, thus does not increase traffic on the road.

DISCUSSION

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

Less than Significant Impact. The Project would generate a small amount of GHG emissions through the use of gas-powered vehicles during construction. Construction activities are expected to generate CO₂ in quantities that would not individually or cumulatively contribute to a significant impact on the environment.

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

No Impact. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

FINDINGS

The Project would have a **Less than Significant Impact** as it relates to GHG emissions.

2.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and 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 or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) 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"/>

REGULATORY SETTING

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

AFFECTED ENVIRONMENT

The Dog Bar Road Bridge is located on Dog Bar Road, which would be utilized to transport and remove items during the demolition of the existing bridge and construction of the new bridge. The existing bridge would remain in place until the new bridge is completed.

DISCUSSION

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

Less than Significant Impact. The Project will build a new bridge and demolish the existing bridge once the new bridge is open to traffic. Material and debris from the existing bridge will be transported out of the Project area, but are not anticipated to include hazardous material that could create an adverse impact to the public or the environment.

- 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?*

Less than Significant Impact with Mitigation. Potential hazardous materials during construction activities could occur due to disturbance. However, the release of such hazardous materials associated with construction is unlikely with the implementation of a Spill Containment and Countermeasure Plan that would be required of the Project prior to the start of construction per measure **HAZ-1**.

- 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 Impact. No schools are located within one-quarter mile of the project site.

- 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?*

No Impact. EnviroStor and GeoTracker were used to find active hazardous waste sites within the Project vicinity. A review of the Department of Toxic Substances Control EnviroStor Database and the State Water Resources Control Board GeoTracker indicated that there were no sites on the Project area. A Leaking Underground Storage Tank (LUST) Cleanup Site with a status of Completed - Case Closed as of 9/18/2001 is located 0.7 miles from the project site. There are no other sites within the vicinity.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?*

No Impact. The Project would not result in a safety hazard for people residing or working in the Project area as the Project is not within the vicinity of an airport land use plan or within two miles of a public airport or public use airport.

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

No Impact. The existing bridge will remain in place during construction; the new bridge that provides better ingress and egress will open to traffic once construction is complete. The Project will not impair or interfere with an adopted emergency response or evacuation plan.

- g) *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?*

No Impact. The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no wildlands are adjacent to or within the Project area.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Avoidance measures would be implemented through the use of Best Management Practices (BMP) below.

HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCCP 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 in the SPCCP.

FINDINGS

The Project would have **Less than Significant Impact with Mitigation** as it pertains to hazards and hazardous materials.

2.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Section 401 of the Clean Water Act (CWA) requires water quality certification from the State Water Resources Control Board (SWRCB) or from a Regional Water Quality Control Board (RWQCB) when the project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the U.S. Army Corps of Engineers to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

AFFECTED ENVIRONMENT

The proposed Project is within the Upper Bear River Watershed and along Bear River. Bear River flows 73 miles and originates at Emigrant Gap, flowing into Rollins Reservoir, then under Dog Bar Road Bridge (the Project site) and eventually meeting the Feather River just west of Wheatland.

Surface Water Features

Upper Bear River is fed by numerous tributaries. Approximately three miles upstream from the Project site, Campbell Creek flows into the river with other creeks flowing into Bear River above Rollins Reservoir.

Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates Upper Bear River is a special flood hazard area subject to inundation by the 1% annual chance flood (Appendix C).

Municipal Supply

Drinking water in vicinity of the Project area is provided by private wells.

Groundwater

Groundwater resources in western Nevada County are characterized as poorly defined and variable.

Impervious Surface

The existing bridge is 195-feet long and the proposed bridge is 235-feet long. Therefore, the Project would result in an increase in impervious surface within the Bear River watershed. The watershed area of Bear River in the Project vicinity is approximately 117 square miles.

DISCUSSION

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact with Mitigation. The Project would disturb greater than one acre; therefore, a Construction Storm Water General Permit is required, consistent with Construction General Permit Order No. 2009-009-DWQ, issued by the SWRCB, to address storm water runoff, as well as a Section 401 Water Quality Certification permit. The permits would address grading, clearing, grubbing, and disturbances to the ground, such as stockpiling, or excavation. This Project would also require the preparation and implementation of a SWPPP with the intent of keeping all products of erosion from moving off site into receiving waters. The SWPPP includes BMPs to prevent construction pollutants from entering storm water runoff. By preparing and following the stormwater BMPs provided in the SWPPP, the Project impacts to water quality would be less than significant per implementation of measures **WQ-1** and **WQ-4**.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?*

No Impact. The Project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) result in substantial erosion or siltation on- or off-site;*
 - (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*
 - (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of*

polluted runoff; or
(iv) impede or redirect flood flows?

Less than Significant Impact with Mitigation. The proposed Project would disrupt the slope and bank of the river to construct the new bridge through the removal of vegetation and excavation. These activities could increase the likelihood of erosion; however, BMPs such as the use of mulches, soil binders and erosion control blankets, silt fencing, sediment desilting basins, and other tactics will be utilized to avoid and minimize erosion sedimentation. During the construction and demolition of the new and existing bridge, respectively, a temporary trestle may be constructed, but that activity is not anticipated to have substantial impact to flood or regular river flows per the implementation of measure **WQ-1**.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Less than Significant Impact. The FEMA Flood Insurance Rate Map (FIRM) indicates Upper Bear River as a special flood hazard area subject to inundation by the 1% annual chance flood. To minimize the potential for release of pollutants by equipment used during construction or demolition of the existing bridge, BMPs stated below would be followed and all equipment would be staged outside of any risk of inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project would not conflict or obstruct a water quality control plan or sustainable groundwater management plan.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

To conform to water quality requirements, the Project would implement the following BMPs.

WQ-1: BMPs will be incorporated into project design and project construction to minimize impacts on the environment:

- The area of construction and disturbance shall be limited to as small an area as feasible to reduce erosion and sedimentation.
- 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.
- 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.
- Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the Project site. This is caused by wind and construction activities such as traffic and grading activities.
- All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution.

- All vehicle and equipment maintenance procedures shall be conducted off-site. In the event of an emergency, maintenance would occur in a staging area away from the river.
- All concrete curing activities shall be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas shall be situated outside of the river channel. All stockpiles must be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Riverbank stabilization measures will also be implemented, if necessary.
- All erosion control measures and stormwater control measures shall be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas shall be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.
- All construction materials shall be hauled off-site after completion of construction.

WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from required regulatory agencies.

WQ-3: The Project limits in proximity to Bear River will be marked as an Environmentally Sensitive Area (ESA) or either be staked or fenced with high visibility material to ensure construction activities will not encroach further beyond established limits.

WQ-4: The proposed Project will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of stormwater associated with construction activities. A Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP) will also be developed and implemented as part of the Construction General Permit.

WQ-5: The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes stormwater and non-stormwater discharges from construction activities. As part of this Permit requirement, an SWPPP or WPCP will be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP shall incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-6: Design pollution prevention BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.

WQ-7: Stormwater systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.

FINDINGS

Less than Significant with Mitigation. The Project would add a net impervious surface area of approximately 0.17 acres for the build alternative, but would include an approach drainage system to direct runoff appropriately. The impervious surface generated by the Project is the minimum area practicable to meet the project objectives and minimum width roadway design standards. As stated in Avoidance and Minimization Measure **WQ-6** above, permanent treatment control design pollution prevention BMPs will be included during final design. The Project anticipates temporary

impacts to waters within the Project area. However, the proposed Project has been designed to minimize all temporary impacts to the maximum extent practicable through the use of BMPs and implementation of regulatory permit conditions.

2.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a) *Physically divide an established community?*

No Impact. The Project is not in or near a residential area and would not divide an established community.

b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The Project would not change the land use or zoning and does not conflict with any applicable land use plan, policy, or regulatory agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.

FINDINGS

The Project does not physically divide an established community or conflict with any land plan, policy, or regulation designed to avoid or mitigate an environmental effect. **No Impact** to Land Use and Planning would occur.

2.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

AFFECTED ENVIRONMENT

Nevada County was part of the California Gold Rush in the late 1840s and early 1850s with numerous historic mines. The Project area is designated as a significant Mineral Resource Area (MRZ-2), but no mineral extraction is currently occurring within in the Dog Bar Bridge Project area.

DISCUSSION

- 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?*

No Impact. The Project will not result in any loss of known mineral resources.

- 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?*

No Impact. The Project will not result in the loss of a locally-important mineral resource recovery site.

FINDINGS

The Project will have **No Impact** on mineral resources.

2.13 NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

In accordance with State and Nevada and Placer County guidelines, noise is defined as unwanted sound with different thresholds depending on specific areas. Sound levels usually are measured and expressed in decibels (dB), with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140: 50 dB for light traffic is considered a low decibel level, whereas 120 dB for a jet takeoff at 200 feet (ft.) is considered a high decibel level.

Local Requirements**Nevada County**

Under the Nevada County Land Use Development Code, Chapter 11, Zoning Regulations, Section L-II, 4.1., Noise, construction activity is exempt from the County's noise standards.

Placer County

Under the Placer County Code, Chapter 9 Public Peace, Safety and Welfare, Article 9.36 Noise, construction (e.g., construction, alteration or repair activities) between the hours of 6 a.m. and 8 p.m. Monday through Friday, and between the hours of 8 a.m. and 8 p.m. Saturday and Sunday are exempt from the County code provided that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order.

AFFECTED ENVIRONMENT

The Project is located within unincorporated Nevada and Placer Counties. Temporary construction easements are needed for construction staging, which would take place within County right-of-way and adjacent privately owned parcels. Minor permanent right-of-way acquisitions are anticipated for the new bridge abutments upstream. Construction activity would occur adjacent to low population-density rural areas zoned Forest (Nevada County) and Farm (Placer County), which would be most similar to that of a "rural suburban" setting. The closest sensitive receptors (residences) are located approximately 650 feet southeast of the bridge site surrounded by vegetation. The table below describes different ambient noise levels based on population density.

Table 5: Population Density and Ambient Noise Levels

Population Density	dBA, Ldn
Rural Suburban	40–50
Quiet suburban residential or small town	45–50
Normal suburban residential urban	50–55
Normal urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75–80
Under flight path at major airport, 0.5 to 1 mile from runway	78–85
Adjoining freeway or near a major airport	80–90
Sources: Cowan 1984, Hoover and Keith 1996	

DISCUSSION

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact with Mitigation. Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 90 dBA when heavy equipment is used. During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Construction noise from this Project would be intermittent, and noise levels would vary depending on the type of construction activity. The loudest construction activities may include engine noise from construction vehicles, jack hammering, and pile driving. For this Project, the lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. The highest noise levels would be up to 90 dBA (at a distance of 50 feet) for pile-driving and for equipment involved in general bridge demolition activities. Noise impacts are anticipated to be less than significant with the implementation of NOI-1.

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. Groundborne vibration would increase temporarily during construction activities, specifically pile driving, but would not expose people to such vibration due to the remote location of the site. Pile driving will occur during construction to install footings of the replacement bridge. The closest sensitive receptors (residences) are over a hill and

surrounded by contiguous vegetation located approximately 650 feet southeast from where pile driving would occur.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?*

No Impact. The Project is not located within or adjacent to an airport land use plan, or where such a plan has not been adopted, or within two miles of a public airport or public use airport; therefore, no impact would occur, and no mitigation is required.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

NOI-1: To minimize the construction-generated noise, the abatement measures below shall be followed by the construction contractor:

- Construction shall occur only between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, or 8:00 a.m. to 6:00 p.m. on Saturdays, and not at any time on Sundays, with the exception that equipment may be operated within the project limits outside of these hours to:
 - Service traffic control facilities
 - Service construction equipment
- Equip an internal combustion engine with the manufacturer recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

FINDINGS

Less than Significant Impact with Mitigation. Construction noise from this project would be intermittent, and noise levels would vary depending on the type of construction activity. The loudest construction activities may include engine noise from construction vehicles, jack hammering, and pile driving. For this project, the lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. The highest noise levels would be up to 90 dBA (at a distance of 50 feet) for piledriving and for equipment involved in general bridge demolition activities. However, due to the variation in topography and distance to the nearest sensitive receptor, no adverse noise impact from construction would be anticipated and construction activities would be conducted in accordance with Nevada and Placer County requirements.

2.14 POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

REGULATORY SETTING

CEQA requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

DISCUSSION

- 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)?*

No Impact. The Project will replace a one-lane bridge with a two-lane bridge to increase safety and access. The replacement bridge will not induce substantial population growth in or around the area.

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

No Impact. The Project would not displace any existing housing or necessitate the construction of replacement housing since there are no residential units in the area.

FINDINGS

The construction of a new bridge and the demolition of the existing bridge will have **No Impact** on population and housing in or around the area.

2.15 PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<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"/>

DISCUSSION

- 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, and/or other public facilities?*

No Impact. The Project is located on Dog Bar Road and would replace a one-lane bridge with a two-lane bridge, which would have no adverse physical impacts associated with government facilities or public services since the existing bridge will remain open until the new bridge is completed.

FINDINGS

The Project would have **No Impact** on public services.

2.16 RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>

DISCUSSION

- 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?*

No Impact. The Project would not increase the use of existing parks or other recreational facilities due to the location and nature of the Project.

- 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?*

No-Less than Significant Impact. ~~The Project does not include other recreational facilities, nor does it require the construction or expansion of other recreational facilities.~~ Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.

FINDINGS

The Project would have **No-Less than Significant Impact** on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.

2.17 TRANSPORTATION/TRAFFIC

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

No Impact. The Project will not conflict or hinder the circulation system in any way.

- b) *Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The Project is a transportation project that is presumed to have a **Less than Significant Impact** as recommended under section 15064.3(b) guidelines since it would have no impact on vehicle miles traveled.

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

No Impact. The Project will change the approach on both sides of the bridge thus eliminating two sharp turns that are currently present on the existing one-lane bridge.

- d) *Result in inadequate emergency access?*

No Impact. The Project would have no effect on emergency access during project construction since the existing bridge would remain open until the new bridge is complete. The Project will have a beneficial impact on emergency access during the operational phase as the new two-lane bridge will be able to accommodate two-way traffic during an emergency or evacuation situation.

FINDINGS

The Project would improve circulation by replacing a one-lane bridge with a new, two-lane bridge, thus improving traffic circulation, and would have **Less than Significant Impact**.

2.18 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES:

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:

a) 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

Potentially
Significant
Impact

Less Than
Significant
with Mitigation

Less Than
Significant
Impact

No Impact

☐ ☒ ☐ ☐

b) 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.

☐ ☒ ☐ ☐

REGULATORY SETTING

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

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. The consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or proposed projects within their traditionally and culturally affiliated area. AB 52 stipulates that the NAHC shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within the project area. If the tribe wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe’s request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure. The term “tribal cultural resource” refers to either of the following:

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

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

AFFECTED ENVIRONMENT

The horizontal area of potential effects (APE) was established as the area of direct and indirect effects and consists of an approximately 11.2-acre area. This includes all staging areas, vegetation/tree removal, approach roadway realignment, bridge replacement, ground disturbance, and temporary construction easements. The APE extends approximately 600 feet along Dog Bar Road from both sides of the bridge and approximately 200 feet northeast of the bridge and approximately 500 feet wide.

The vertical APE consists of a maximum of 20 feet of depth below the existing ground surface (bgs) to accommodate grading for the construction of bridge abutments. The minimum depth of ground disturbance is approximately 5 feet bgs, required for all roadway approach realignment, vegetation removal, and fill compaction. The Project does not involve relocation of any buried utilities.

Native American Consultation

To help determine whether the Project may have an effect, Public Resources Code Section 21080.3.1 requires the CEQA lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed Project.

On November 11, 2018, and July 28, 2020, Dokken Engineering sent a letter and a map depicting the project vicinity to the NAHC in West Sacramento, asking the NAHC to review the Sacred Lands File (SLF) for any Native American cultural resources that might be affected by the project. The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the project area. A list of Native American individuals who might have information or concerns about the Project was also requested. Gayle Totton, NAHC Associate Governmental Program Analyst, and Nancy Gonzalez-Lopez, NAHC Cultural Resource Analyst, responded on December 4, 2018, and July 29, 2020, respectively, via digital fax that a review of the SLF failed to indicate the presence of Native American cultural resources in the Project area or within a one-mile radius. Native American contact lists were included with both replies.

On August 12, 2020, initial consultation letters were sent to the Native American individuals on the list provided by the NAHC. The letters provided a summary of the project and requested information regarding comments or concerns the Native American community might have about the project. For those individuals that did not reply to the letter, emails were sent on October 6, 2020. The following descriptions below present a summary of consultation in which a response as received.

Colfax-Todds Valley Consolidated Tribe, Pamela Cubbler, Treasurer. No response to the initial letter was received. A follow-up email was sent on October 6, 2020 and a response was received

on October 12, 2020 requesting a site visit and attendance during the cultural survey. A site visit took place on October 26, 2020 which involved partial survey of the APE. No Native American cultural resources were identified during the site visit. While Ms. Cubbler did not request that a tribal monitor be present during construction activities, she did request that the Colfax-Todds Valley Consolidated Tribe be notified of the date of construction and be granted permission to conduct a follow-up survey after vegetation clearing and grubbing had been completed. She further requested to be notified should any Native American cultural resources be discovered.

United Auburn Indian Community of the Auburn Rancheria, Antonio Ruiz, Tribal Heritage Specialist. A response was received via email from Anna Starkey, Cultural Regulatory Specialist, on September 16, 2020, informing the County of the Tribe's concern of the cultural sensitivity of the project area. The Tribe asked to participate in the cultural resources survey and review the draft environmental document, cultural report, and records search. The records search and site photos were provided to Ms. Starkey on October 5, 2020, and she was informed that the survey had been conducted with negative results. Ms. Starkey replied on October 5, 2020, that the project had low sensitivity, provided measures to be included in the environmental document prepared for the Project, and stated that no additional consultation was warranted. The measures included halting work in the event that Native American cultural resource was discovered during construction activities; contacting a Native American tribal representative traditionally and culturally affiliated with the Project area to make resource evaluation and treatment recommendations; stating that preservation in place is the preferred treatment of a discovery; and that work at the discovery location would resume after the resource has been fully assessed and treated.

DISCUSSION

- a) *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)*

Less than Significant with Mitigation. The project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources as defined by the Public Resource Code section 21074. No cultural resources were identified during the visual survey, record search and Native American consultation. No impacts to archaeological resources are anticipated as a result of the project. However, with any project involving ground disturbance, there is a possibility that cultural resources may be unearthed during construction. This impact would be considered potentially significant. Implementation of measures **CUL-1** through **CUL-3** would reduce this impact to a less than significant level.

- b) *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.*

Less than Significant Impact with Mitigation. The project is not anticipated to cause adverse impact to any resources considered significant to a California Native American tribe or other resources in the California Register that meet the Public Resource Code Section 5024.1 subdivision (c) criteria. No cultural resources were identified during the visual survey, record search and Native American consultation. However, with any project involving ground disturbance, there is a possibility that a TCR may be unearthed during construction. This impact

would be considered potentially significant and implementation of measures **CUL-1** through **CUL-3** would reduce this impact to a less than significant level.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

To reduce potentially significant impacts to previously undiscovered TCRs within the Project Area to a less than significant level, the measures below shall be implemented.

- CUL-1:** Prior to construction, environmental awareness training will be provided to all construction workers onsite regarding the possibility of encountering subsurface cultural resources. Native American groups have expressed concerns regarding the Native American resources in the immediate area. Continued consultation will continue throughout the course of the Project.
- CUL-2:** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources, if necessary. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.
- CUL-3:** Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, California Law requires that work shall halt in that vicinity and the Nevada County Coroner shall be notified immediately to assess the remains. If the coroner determines the human remains to be of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within twenty-four hours of such identification. The NAHC shall then determine the Most Likely Descendant (MLD) of the human remains and contact the MLD immediately. The County, the MLD, and a professional archaeologist retained by the County shall then consult to determine the appropriate plans for treatment and assessment of the human remains and any associated grave goods.

FINDINGS

The Project would reduce impacts to **Less than Significant with Mitigation** should any unanticipated findings be discovered during Project implementation.

2.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>

DISCUSSION

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

No Impact. The Project would not require relocation of utility or service facilities.

- b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

No Impact. The Project would not result in the need for new or expanded water supplies.

- c) *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?*

No Impact. The Project would not include the construction of any wastewater-generating uses.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact. Solid waste associated with demolition of the existing bridge will occur with Best Management Practices incorporated by the construction contractor, which would dispose or recycle waste at an appropriate waste disposal or recycling facility.

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

No Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste.

FINDINGS

The Project will have a **Less than Significant Impact** on utilities and service systems within the project area and local vicinity.

2.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

AFFECTED ENVIRONMENT

The Project is on the Nevada and Placer County border within a mapped area of a Fire Hazard Severity Zone (FHSZ) in a State Responsibility Area (SRA). The area is zoned as having a High degree of fire hazard on the Nevada County side and a Very High degree of fire hazard on the Placer County side.

DISCUSSION

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. The Project would not impair an adopted emergency response plan or emergency evacuation plan since the existing bridge will remain open during construction of the new bridge. The new bridge will include an additional lane and eliminate the sharp turn at both ends, which will result in beneficial impacts to emergency access. However, the road to and from the bridge on each side will remain the same.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The Project is a bridge replacement project and would not exacerbate long-term wildfire risks.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. The Project would not require infrastructure that may exacerbate fire risk.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The Project would not expose people or structures to downslope or downstream flooding or landslides as the Project is designed to reduce the risk of flooding.

FINDINGS

The Dog Bar Road Bridge Replacement Project would have **No Impact** to risks associated with wildfire in the area.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant Impact with Mitigation. Implementation of the Project would have the potential to impact the quality of the existing environment. Potential impacts have been identified related to Air Quality (2.3), Biological Resources (2.4), Cultural Resources (Section 2.5), Energy (Section 2.6), Geology and Soils (Section 2.7), Hazards and Hazardous Materials (Section 2.9), Water Quality (Section 2.10), Noise (Section 2.13), and Tribal Cultural Resources (Section 2.18). Mitigation measures have been identified related to individual resource-specific impacts to reduce impacts to the greatest extent possible. The Project has the potential to have impacts to wildlife species including the FYLF; however, specific mitigation measures would reduce the level of Project-related impacts to the species and habitat to less than significant levels.

- 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)?*

No Impact. The Project would not have significant environmental impacts. Past projects in the project vicinity have been cleared through the CEQA process and potentially significant impacts from those previous projects would have already been mitigated. No cumulative effects are anticipated because no resources would be adversely affected by the project, or project impacts would be localized and of limited extent.

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

No Impact. The Project would have no adverse effects, directly or indirectly, on humans.

FINDINGS

The Dog Bar Bridge Replacement Project **does not** have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; nor have impacts that are individually limited, but cumulatively considerable; nor have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there are no significant determinations for mandatory findings of significance.

3.0 Comments and Coordination

This chapter summarizes Nevada County's efforts to identify, address and resolve project-related issues through early and continuing coordination.

3.1 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

Consultation and/or coordination with the following agencies was, or will be initiated for the Dog Bar Road Bridge Replacement Project:

- California Department of Fish & Wildlife
- U.S. Fish & Wildlife Service
- Regional Water Quality Control Board
- Central Valley Flood Protection Board
- Nevada Irrigation District
- Federal Emergency Management Agency (FEMA)

3.2 PUBLIC PARTICIPATION

The public comment period for the Project ~~will occur~~occurred from March 26, 2021 to April 26, 2021. All written comments received by Nevada County ~~will be~~are incorporated into ~~the~~ this Final Initial Study/Mitigated Negative Declaration and ~~added in an appendix~~Appendix E. ~~Any additions or corrections to the IS/MND subsequent to public comments will be addressed within the final document.~~

4.0 Distribution List

A Notice of Availability was distributed to all residences within a 0.5-mile radius of the project area and to the following agencies and interested parties.

Federal Government

United States Fish and Wildlife Service
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

US Army Corps of Engineers, Sacramento District
ATTN: Regulatory Branch
1325 J Street, Room 1480
Sacramento, CA 95814-2922

State Government

California State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

California Department of Fish and Wildlife Region 4
1234 E. Shaw Avenue
Fresno, CA 93710

Central Valley Flood Protection Board
3310 El Camino Avenue, Suite 170
Sacramento, CA 95821

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670

Local Agencies

Nevada County Clerk-Recorder
950 Maidu Avenue
Nevada City, CA 95959

Nevada Irrigation District
1036 W Main Street
Grass Valley, CA 95945

Placer County Public Works
3091 County Center Drive, Suite 220
Auburn, CA 95603

Nevada County Historical Society
161 Nevada City Hwy
Nevada City, CA 95959

5.0 List of Preparers

Dokken Engineering

Chris Aguirre, Public Outreach Director

Hanna Shelton, Environmental Planner/Biologist

Michelle Campbell, Senior Environmental Planner/Archaeologist

Nevada County

Jessica Hankins, Project Manager

6.0 References

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California State Geoportal. 2020. California Fire Hazard Severity Zone Viewer. <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414> (accessed January 2021).

California State Water Resources Control Board. GeoTracker. Sites and Facilities. Available at: <https://geotracker.waterboards.ca.gov/map/> (accessed December 2020).

Natural Resources Conservation Services. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> (accessed January 2021).

Nevada County Community Development. General Plan. Approved 1996. Amended 2014. Available at: <https://www.mynevadacounty.com/1065/General-Plan> (accessed December 2020).

Northern Sierra Air Quality Management District. Available at: <https://myairdistrict.com/> (accessed January 2021).

Northern Sierra Air Quality Management District. Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects. 2009. Available at: <https://www.mynevadacounty.com/DocumentCenter/View/15131/NSAQMD-Attachment-Land-Use-Guidelines-PDF> (accessed January 2021).

State Water Resources Control Board. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=nevada+county> (accessed December 2020).

State Water Resources Control Board. Impaired Water Bodies. Available at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml (accessed December 2020).

Thomson Reuters Westlaw. California Code of Regulations. Available at: <https://govt.westlaw.com/calregs/Index?transitionType=Default&contextData=%28sc.Default%29&bhcp=1> (accessed December 2020).

Appendix A: CNDDB, USFWS, and CNPS Special Status Species Database Results



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad< IS (Lake Combie (3912111) OR Colfax (3912018) OR Wolf (3912112) OR Grass Valley (3912121) OR Chicago Park (3912028) OR Auburn (3812181))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Allium jepsonii</i> Jepson's onion	PMLIL022V0	None	None	G2	S2	1B.2
<i>Ammonitella yatesii</i> tight coin (=Yates' snail)	IMGASB0010	None	None	G1	S1	
<i>Andrena subapasta</i> An andrenid bee	IIHYM35210	None	None	G1G2	S1S2	
<i>Banksula galilei</i> Galile's cave harvestman	ILARA14040	None	None	G1	S1	
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
<i>Bombus morrisoni</i> Morrison bumble bee	IIHYM24460	None	None	G4G5	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
<i>Calystegia stebbinsii</i> Stebbins' morning-glory	PDCON040H0	Endangered	Endangered	G1	S1	1B.1
<i>Carex xerophila</i> chaparral sedge	PMCYP03M60	None	None	G2	S2	1B.2
<i>Chlorogalum grandiflorum</i> Red Hills soaproot	PMLIL0G020	None	None	G3	S3	1B.2
<i>Clarkia biloba ssp. brandegeae</i> Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
<i>Cosumnoperla hypocrena</i> Cosumnes stripetail	IIPLE23020	None	None	G2	S2	
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
<i>Fremontodendron decumbens</i> Pine Hill flannelbush	PDSTE03030	Endangered	Rare	G1	S1	1B.2
<i>Fritillaria eastwoodiae</i> Butte County fritillary	PMLIL0V060	None	None	G3Q	S3	3.2
<i>Juncus digitatus</i> finger rush	PMJUN013E0	None	None	G1	S1	1B.1



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
<i>Lathyrus sulphureus var. argillaceus</i> dubious pea	PDFAB25101	None	None	G5T1T2Q	S1S2	3
<i>Margaritifera falcata</i> western pearlshell	IMBIV27020	None	None	G4G5	S1S2	
<i>Pekania pennanti</i> fisher - West Coast DPS	AMAJF01021	Endangered	Threatened	G5T2T3Q	S2S3	SSC
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Poa sierrae</i> Sierra blue grass	PMPOA4Z310	None	None	G3	S3	1B.3
<i>Rana boylei</i> foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
<i>Rhynchospora capitellata</i> brownish beaked-rush	PMCYP0N080	None	None	G5	S1	2B.2
<i>Sidalcea stipularis</i> Scadden Flat checkerbloom	PDMAL110R0	None	Endangered	G1	S1	1B.1
<i>Viburnum ellipticum</i> oval-leaved viburnum	PDCPR07080	None	None	G4G5	S3?	2B.3

Record Count: 29



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2020-SLI-2820
Event Code: 08ESMF00-2020-E-08643
Project Name: Dog Bar Road Bridge Replacement

September 04, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2820

Event Code: 08ESMF00-2020-E-08643

Project Name: Dog Bar Road Bridge Replacement

Project Type: TRANSPORTATION

Project Description: Bridge replacement

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.062263637583584N121.00366196309045W>



Counties: Nevada, CA | Placer, CA

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Flowering Plants

NAME	STATUS
Stebbins' Morning-glory <i>Calystegia stebbinsii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3991	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



Inventory of Rare and Endangered Plants

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

25 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3912121, 3912028, 3912112, 3912111 3912018 and 3812181;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Allium jepsonii	Jepson's onion	Alliaceae	perennial bulbiferous herb	Apr-Aug	1B.2	S2	G2
Allium sanbornii var. congdonii	Congdon's onion	Alliaceae	perennial bulbiferous herb	Apr-Jul	4.3	S3	G4T3
Allium sanbornii var. sanbornii	Sanborn's onion	Alliaceae	perennial bulbiferous herb	May-Sep	4.2	S3S4	G4T3T4
Arctostaphylos mewukka ssp. truei	True's manzanita	Ericaceae	perennial evergreen shrub	Feb-Jul	4.2	S3	G4?T3
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual / perennial herb	Aug	4.2	S4	G5
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	4.3	S3	G3
Calystegia stebbinsii	Stebbins' morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jul	1B.1	S1	G1
Carex xerophila	chaparral sedge	Cyperaceae	perennial herb	Mar-Jun	1B.2	S2	G2
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	May-Jun	1B.2	S3	G3
Clarkia biloba ssp. brandegeae	Brandegee's clarkia	Onagraceae	annual herb	May-Jul	4.2	S4	G4G5T4
Claytonia parviflora ssp. grandiflora	streambank spring beauty	Montiaceae	annual herb	Feb-May	4.2	S3	G5T3
Eryngium jepsonii	Jepson's coyote thistle	Apiaceae	perennial herb	Apr-Aug	1B.2	S2?	G2?
Fremontodendron decumbens	Pine Hill flannelbush	Malvaceae	perennial evergreen	Apr-Jul	1B.2	S1	G1

			shrub				
<u>Fritillaria eastwoodiae</u>	Butte County fritillary	Liliaceae	perennial bulbiferous herb	Mar-Jun	3.2	S3	G3Q
<u>Juncus digitatus</u>	finger rush	Juncaceae	annual herb	(Apr)May-Jun	1B.1	S1	G1
<u>Lathyrus sulphureus var. argillaceus</u>	dubious pea	Fabaceae	perennial herb	Apr-May	3	S1S2	G5T1T2Q
<u>Lilium humboldtii ssp. humboldtii</u>	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	4.2	S3	G4T3
<u>Monardella follettii</u>	Follett's monardella	Lamiaceae	perennial shrub	Jun-Sep	1B.2	S2	G2
<u>Perideridia bacigalupii</u>	Bacigalupi's yampah	Apiaceae	perennial herb	Jun-Aug	4.2	S3	G3
<u>Plagiobothrys glyptocarpus var. modestus</u>	Cedar Crest popcornflower	Boraginaceae	annual herb	Apr-Jun	3	SH	G3THQ
<u>Poa sierrae</u>	Sierra blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	1B.3	S3	G3
<u>Rhynchospora capitellata</u>	brownish beaked-rush	Cyperaceae	perennial herb	Jul-Aug	2B.2	S1	G5
<u>Sidalcea gigantea</u>	giant checkerbloom	Malvaceae	perennial rhizomatous herb	(Jan-Jun)Jul-Oct	4.3	S3	G3
<u>Sidalcea stipularis</u>	Scadden Flat checkerbloom	Malvaceae	perennial rhizomatous herb	Jul-Aug	1B.1	S1	G1
<u>Viburnum ellipticum</u>	oval-leaved viburnum	Adoxaceae	perennial deciduous shrub	May-Jun	2B.3	S3?	G4G5

Suggested Citation

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Appendix B:

Special Status Species Table

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
Amphibian Species						
California red-legged frog	Rana draytonii	Fed: State: CDFW:	T -- SSC	Inhabits lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to estivation habitat; estivation occurs late summer-early winter. Breeds from late November to early April. Occurs from elevations near sea level to 5,200 ft.	A	Presumed Absent: The BSA does not contain deep pool habitat suitable for the species to breed in but Bear River, which flows through the BSA, may serve a dispersal habitat for the species. There are documented CNDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 8 miles southeast of the BSA and was recorded in 2009. The species was observed in an ephemeral drainage contain small pools and wet areas. The occurrence encompasses a large area, approximately 27,000 acres, and does not offer detail on the exact location or number of individuals found. Due to the lack of suitable breeding habitat and the lack of local, recent occurrences along Bear River, the water feature present within the BSA, the species is presumed absent from the BSA.
Foothill yellow-legged frog	Rana boylei	Fed: State: CDFW:	-- T --	Inhabits shallow streams and riffles with rocky substrate and open, sunny banks in in a variety of habitats including chaparral and woodland forests. Tadpoles require water for at least three or four months to complete development. Breeds March - May and occurs from elevations near sea level to 6,700 ft.	HP	Presumed Present: The BSA contains freshwater stream habitat with rocky substrate and riffles, as well as adjacent woodland habitat that supports the species. There are more than 30 CNDDB documented occurrences of the species within a 10-mile radius of the BSA. The nearest and most recent occurrence is from 2019 and is located approximately one-mile northeast of the BSA, upstream of Bear River. The species was found resting on a moss-covered rock in a small creek that connects to Bear River. Due to the presence of suitable habitat and the number of local recent occurrences, the species is presumed present within the BSA. The population of foothill yellow-legged frog within this portion of the state is known as the Northeast/Northern Sierra clade and is State listed as threatened.
Bird Species						

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
American peregrine falcon	<i>Falco peregrinus anatum</i>	Fed: State: CDFW:	FP -- --	Inhabits riparian areas and coastal and inland wetland habitats yearlong. During the breeding season, species occurs near wetlands, lakes, rivers, or other water where it nests on high cliffs, banks, dunes, and mounds; may nest on man-made structures and occasionally tree or snag cavities. Nesting location must contain protected cliffs or ledges for cover. Nests are usually scrapes on a depression or ledge in an open site. The species breeds from early March to late August.	A	Presumed Absent: The riparian habitat within the BSA is potentially suitable foraging habitat for the species but lacks open cliff ledges for nesting. The nearest, most recent CNDDDB occurrence is located approximately 4.2 miles south of the Project area and was recorded in 2015. The occurrence encompasses approximately 2,000 acres. Due to the lack of suitable nesting habitat within the BSA, the species is presumed absent.
California black rail	<i>Laterallus jamaicensis coturniculus</i>	Fed: State: CDFW:	-- T --	A rare, yearlong California resident of brackish and freshwater emergent wetlands in delta and coastal locations, including the San Francisco Bay area, Sacramento-San Joaquin Delta, Morro Bay, the Salton Sea, and lower Colorado River. The species is extirpated from San Diego County and the majority of coastal southern California. Occurs in tidal emergent wetlands dominated by pickleweed, in brackish marshes dominated by bulrushes with pickleweed, and in freshwater wetlands dominated by bulrushes, cattails, and saltgrass. Species prefers high wetland areas, away from areas experiencing fluctuating water levels. Requires vegetation providing adequate overhead cover for nesting. Eggs are laid from March through June.	A	Presumed Absent: The BSA lacks freshwater emergent wetlands near delta and coastal habitat required by the species. There are documented CNDDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 4.3 miles north of the BSA and was recorded in 2007. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is presumed absent from the BSA.
Fish Species						
Central Valley Spring Run Chinook ESU	<i>Oncorhynchus tshawytscha</i>	Fed: State: CDFW:	T T --	Spring-run Chinook enter the Sacramento-San Joaquin River system to spawn, requiring larger gravel particle size and more water flow through their reeds than other salmonids. Remaining runs occur in	A	Presumed Absent: The BSA is outside of the known range of the species and there are no CNDDDB documented occurrences within a 10-mile radius of the BSA. Furthermore, the South Sutter Water District Diversion Dam prevents the

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				Butte, Mill, Deer, Antelope, and Beegum Creeks, tributaries to the Sacramento River. Known to occur in Siskiyou and Trinity counties.		species from migrating up the watershed and into Bear River. Due to the impassible barrier downstream from Bear River; the species is presumed absent from the BSA.
Central Valley Steelhead DPS	<i>Oncorhynchus mykiss irideus</i> pop. 11	Fed: -- State: -- CDFW: --	T -- --	This species is known to occur along most of the California coast line and inhabits freshwater streams and tributaries in northern and central California. The preferred habitat consists of estuaries, freshwater streams and near shore habitat with productive costal oceans. Spawning occurs in small freshwater streams and tributaries occurs from January through March and could extend into spring. Spawning occurs where cool, well oxygenated water is available year-round. Approximately 550-1,300 eggs are deposited in an area with good intergravel flow. The fry emerge from the gravel about 4-6 six weeks after hatching and remain in shallow protected areas associated with stream margin. Juveniles may remain in freshwater for the rest of their life cycle or return to the ocean. The principal remaining wild populations spawn annually in Deer and Mill Creeks in Tehama County, in the lower Yuba River, and a small population in the lower Stanislaus River.	A	Presumed Absent: The BSA is outside of the known range of the species and there are no CNDDDB documented occurrences within a 10-mile radius of the BSA. Furthermore, the South Sutter Water District Diversion Dam prevents the species from migrating up the watershed and into Bear River. Due to the impassible barrier downstream from Bear River, the species is presumed absent from the BSA.
Delta smelt	<i>Hypomesus transpacificus</i>	Fed: -- State: -- CDFW: --	T E --	Occurs within the Sacramento-San Joaquin Delta and seasonally within the Suisun Bay, Carquinez Strait and San Pablo Bay. Most often occurs in partially saline waters.	A	Presumed Absent: The BSA is outside of the known range of the species and there are no documented CNDDDB occurrences within a 10-mile radius of the BSA. Furthermore, the South Sutter Water District Diversion Dam prevents the species from migrating up the watershed and into Bear River. Due to the impassible barrier downstream from Bear River, the species is presumed absent from the BSA.
Invertebrate Species						
Western bumble	<i>Bombus occidentalis</i>	Fed: --	--	Once common throughout California,	A	Presumed Absent: The BSA is within the

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
bee		State: CDFW:	CE --	now found mostly in the Coastal Mountain Ranges, San Francisco Bay, and Sierra Nevada Mountains. Populations are highly localized and current distribution is not well understood. Inhabits meadows and grasslands with abundant floral resources. Requires undeveloped areas with underground refuge for over wintering queens and a variety of flowering plants that provide nectar and pollen throughout the colony life cycle (February-November). The species is largely confined to high elevation sites and a few occurrences have been documented on the northern California coast.		current range of the species but lacks the suitable meadow and grassland habitat that supports abundant floral resources required for the species. There is one documented CNDDDB occurrences within a 10-mile radius of the BSA, located approximately 4.3 miles northeast of the BSA and was recorded in 1951. Although, the local distribution of the species is not well understood, and presence of the species cannot be easily disproved, the BSA lacks suitable habitat that supports abundant floral species and therefore the species is presumed absent.
Valley Elderberry Longhorn Beetle	<i>Desmocerus californicus dimorphus</i>	Fed: State: CDFW:	T -- --	Species requires red or blue elderberry (<i>Sambucus</i> sp.) as host plants. Typically occurs in moist valley oak woodlands associated with riparian corridors in the lower Sacramento River and upper San Joaquin River drainages. Adults are active, feeding, and breeding from March until June (sea level-3,000 ft.).	A	Presumed Absent: The BSA lacks red and blue elderberry shrubs that are required to support the species. The nearest, most recent documented CNDDDB occurrence is located approximately 2.9 miles south of the BSA and was recorded in 2010. Several exit holes were found on an elderberry shrub, but the species was no observed. No red or blue elderberry shrubs were identified within the BSA during biological surveys. Due to the lack of suitable habitat and the lack of local, recent occurrences the species is presumed absent from the BSA.
Mammal Species						
Fisher- Coast DPS	West <i>Pekania pennanti</i>	Fed: State: CDFW:	-- T SSC	Inhabits mature, dense habitats of north coast coniferous forest and old growth and riparian forest communities with a high percent of canopy closure, large trees and snags with cavities and other deformities, large diameter downed wood and multiple canopy layers. Forest structural composition is critical for species; diversity in tree size and shape, light gaps and	A	Presumed Absent: The BSA is outside of the known range of the species and is outside of the preferred elevation range for the species. There is one documented CNDDDB occurrence within a 10-mile radius of the BSA, located approximately 6.3 miles east of the BSA and was recorded in 1973. This observation was recorded prior to the species listing in 2004. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				associated understory vegetation, natural structures (downed trees, broken limbs, snags, etc.) and limbs close to the ground. Breeds from late February to late April (found at 1,970-8,530 ft.). In the Southern Sierra Nevada, the species is not found at elevations below 4,500 feet.		presumed absent from the BSA.
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	Fed: -- State: -- CDFW: --	SSC	Species occurs throughout California in all habitats except subalpine and alpine communities. Requires caves, mines tunnels, buildings or man-made structures for day and night roosts. Rarely roosts in tree cavities, limited to males and non-reproductive females. Young born May-June (0-10,800 ft. elevation).	A	Presumed Absent: The BSA lacks suitable man-made structures, caves or mine tunnels required for the species. Dog Bar Bridge is present within the BSA but does not exhibit the structural elements that create roosting habitat suitable for bat species. There is one documented CNDDB occurrence within a 10-mile radius of the BSA, located approximately 9.3 miles southwest of the BSA and was recorded in 1950. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is presumed absent from the BSA.
Reptile Species						
Coast horned lizard	<i>Phrynosoma blainvillii</i>	Fed: -- State: -- CDFW: --	SSC	Inhibits open areas of sandy soil within valley-foothill hardwood, conifer and riparian habitats, as well as pine-cypress, juniper and annual grasslands with sandy areas, washes or flood plains (sea level - 8,000 ft. elevation). The species is typically found near ant hills, as this is their main source of prey.	A	Presumed Absent: The BSA contains valley-foothill and conifer communities in which the species is known to occur. However, lacks the loose, sandy soils required for the species. There are documented CNDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent documented CNDDB occurrence is located approximately 2.9 miles east of the BSA and was recorded in 1995. Due to the lack of suitable habitat, and the lack of local, recent occurrences, the species is presumed absent from the BSA.
Western pond turtle	<i>Emys marmorata</i>	Fed: -- State: -- CDFW: --	SSC	A fully aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Requires basking sites, including logs, rocks and cattail mats and suitable (sandy banks or grassy open field) upland habitat for	A	Presumed Absent: The BSA does contain river habitat but lacks aquatic vegetation required by the species. There are documented CNDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 7.7 miles southwest of the

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				reproduction (found up to 6,500 ft.).		BSA and was recorded in 2010. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is presumed absent from the BSA.
Plant Species						
Brownish beaked rush	<i>Rhynchospora g</i>	Fed: -- State: -- CNPS: 2B.2		A perennial herb found in wet meadows, fens, seeps and marshes. Blooms July-August (0-6,600 ft.).	A	Presumed Absent: The BSA lacks wet meadows, fens, seeps and marshes that support the species. Additionally, there are no CNDDDB documented occurrences within a 10-mile radius of the BSA. Due to the lack of suitable habitat and lack of local, recent occurrence, the species is presumed absent from the BSA.
Butte County fritillary	<i>Fritillaria eastwoodiae</i>	Fed: -- State: -- CNPS: 3.2		A perennial bulbiferous herb inhabiting chaparral, cismontane woodland, and openings of lower montane coniferous forest. Sometimes in serpentine soil. Flowers March-June (164-4,921 ft.).	A	Presumed Absent: The BSA contains potentially suitable cismontane woodland habitat capable of supporting the species. The nearest, most recent CNDDDB documented occurrence, within a 10-mile radius of the BSA, is located approximately 8.8 miles southeast of the BSA and was recorded in 1967. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.
Cedar Crest popcornflower	<i>Plagiobothrys glyptocarpus modestus</i> var.	Fed: -- State: -- CNPS: 3		An annual herb native to California inhabiting mesic soils, seeps, and moist openings in valley/foothill grassland, ponderosa pine forest, wetland-riparian, and foothill woodland communities. Flowers April-June (160-2,900 ft.).	A	Presumed Absent: The BSA lacks seeps, moist grassland and wetland habitat preferred by the species. Furthermore, there are no documented CNDDDB occurrences within a 10-mile radius of the BSA. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is presumed absent.
Chaparral sedge	<i>Carex xerophila</i>	Fed: -- State: -- CNPS: 1B.2		A perennial herb native to California, inhabiting serpentine or dry, gabbroic soils of chaparral, cismontane woodland, or lower montane coniferous forest communities. Flowers March-June (1,480-2,530 ft.).	A	Presumed Absent: The BSA contains cismontane woodland habitat in which the species is known to occur. There is one documented CNDDDB occurrence within a 10-mile radius of the BSA, located approximately 9.6 miles north of the BSA and was recorded in 2014. The species was found within openings of chaparral in rocky gabbro soils. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
Dubious pea	<i>Lathyrus sulphureus</i> <i>var. argillaceua</i>	Fed: State: CNPS:	-- -- 3	A perennial herb inhabiting foothill woodlands to fir forests, cismontane woodlands, lower montane coniferous forests, and upper montane coniferous forests. Flowers April-May (500-3,000 ft.).	A	Presumed Absent: The BSA contains potentially suitable cismontane woodland habitat capable of supporting the species. There are documented CNDDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent CNDDDB documented occurrence, within a 10-mile radius of the BSA, is located approximately 8.4 miles west of the BSA and was recorded in 2001. The species was found within blue oak woodland and chaparral habitat. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.
Finger rush	<i>Juncus digitatus</i>	Fed: State: CNPS:	-- -- 1B.1	A perennial grasslike herb inhabiting wetlands. Blooms May-June (2,205 ft.- 4,000 ft.).	A	Presumed Absent: The BSA lacks wetland habitat required by the species and the BSA is outside of the known elevation range of the species. Furthermore, there are no documented CNDDDB occurrences within a 10-mile radius of the BSA. Due to the lack of suitable habitat and the lack of local recent occurrences, the species is presumed absent.
Follett's monardella	<i>Monardella follettii</i>	Fed: State: CNPS:	-- -- 1B.2	A shrub, endemic to California, inhabiting serpentine soils and yellow pine forest communities. Blooms June-September (1,969 ft.- 6,562 ft.).	A	Presumed Absent: The BSA lacks serpentine soils required by the species and the BSA is outside of the known elevation range of the species. Furthermore, there are no documented CNDDDB occurrences within a 10-mile radius of the BSA. Due to the lack of suitable habitat and the lack of local recent occurrences, the species is presumed absent.
Jepson's coyote thistle	<i>Eryngium jepsonii</i>	Fed: State: CNPS:	-- -- 1B.2	A perennial herb inhabiting moist clay soils within valley and foothill grassland and vernal pool communities. Flowers April-August (0-1,640 ft.).	A	Presumed Absent: The BSA lacks valley and foothill grassland habitat and vernal pool habitat required by the species. Furthermore, there are no CNDDDB documented occurrences of the species within a 10-mile radius of the BSA. For these reasons, the species is presumed absent from the BSA.
Jepson's onion	<i>Allium jepsonii</i>	Fed:	--	A perennial bulb inhabiting open,	A	Presumed Absent: The BSA lacks flats of

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
		State: CNPS:	-- 1B.2	serpentine or volcanic slopes, and flats of chaparral, cismontane woodland, and lower montane coniferous forest communities. Flowers April-August (980-4,330 feet).		cismontane woodland and chaparral preferred by the species. There is one documented CNDDDB occurrence within a 10-mile radius of the BSA, located approximately 8.1 miles southwest of the BSA and was recorded in 2003. Due to the lack of suitable habitat and the lack of local, recent occurrences, the species is presumed absent.
Oval-leaved viburnum	<i>Viburnum ellipticum</i>	Fed: State: CNPS:	-- -- 2B.3	A perennial deciduous shrub inhabiting chaparral, cismontane woodland, and lower montane coniferous forests. Flowers May-June (700-4,500 ft.).	A	Presumed Absent: The BSA contains chaparral and cismontane woodland habitat in which the species is known to occur. There are documented CNDDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 8.2 miles south of the BSA and was recorded in 2013. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.
Pine Hill flannelbush	<i>Fremontodendron decumbens</i>	Fed: State: CNPS:	E -- 1B.2	A perennial evergreen shrub inhabiting rocky, gabbroic, or serpentinite soils of chaparral, cismontane woodland, and pine woodland communities. Flowers April-July (1,400-2,500 ft.).	A	Presumed Absent: The BSA contains rocky areas of chaparral and cismontane woodland potentially suitable for the species. There are documented CNDDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 9.3 miles north of the BSA and was recorded in 2016. The two CNDDDB occurrences of the species are found within Nevada County. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.
Red Hills soaproot	<i>Chlorogalum grandiflorum</i>	Fed: State: CNPS:	-- -- 1B.2	A perennial bulbiferous herb inhabiting open shrubby or wooded hills of chaparral, cismontane woodland, and lower montane coniferous forest communities. Occurs frequently within serpentine or gabbro soils; known to occur on non-ultramafic soils. Flowers May-June (800-4,070 ft.).	A	Presumed Absent: The BSA contains cismontane woodland and chaparral communities suitable for the species. There are documented CNDDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 2.8 miles east of the BSA and was recorded in 2010. Due to the lack of local, recent occurrences and

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						the fact that the species was not observed during biological surveys, the species is presumed absent.
Scadden Flat checkerbloom	<i>Sidalcea stipularis</i>	Fed: State: CNPS:	-- E 1B.1	A perennial herb endemic to Nevada County, California inhabiting freshwater wetlands, marshy habitat and wetland riparian habitat. There are only two occurrences known on Scadden Flat in the Sierra Nevada foothills. Blooms from July-August (2,348-2,512 ft.).	A	Presumed Absent: The BSA lacks freshwater wetland and marshy habitat inhabited by the species. Furthermore, the BSA is outside of the species known range and known elevation range. There are documented CNDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 4.3 miles north of the BSA and was recorded in 2008. Due to the lack of suitable habitat, the fact the BSA is outside of the species known range and the lack of local, recent occurrences, the species is presumed absent.
Sierra blue grass	<i>Poa sierrae</i>	Fed: State: CNPS:	-- -- 1B.3	A perennial rhizomatous herb found on shady moist slopes in canyons or in forests within the Sierra Nevada. Blooms April-June (1,100-4,700 ft.).	A	Presumed Absent: The BSA contains potentially suitable shady, moist slope habitat for the species. There is one documented CNDDB occurrences within a 10-mile radius of the BSA, located approximately 5.7 miles east of the BSA and was recorded in 1952. Due to the lack of local, recent occurrences and the fact that the species was not observed during biological surveys, the species is presumed absent.
Stebbins' morning-glory	<i>Calystegia stebbinsii</i>	Fed: State: CNPS:	-- -- 1B.1	A perennial rhizomatous herb inhabiting gabbroic or serpentinite soils of chaparral openings and cismontane woodland communities. Flowers April-July (600-3,600 ft.). Known from fewer than 20 occurrences in El Dorado and Nevada Counties.	A	Presumed Absent: The BSA lacks serpentinite soils preferred by the species but is known to occur in El Dorado and Nevada counties. There are documented CNDDB occurrences within a 10-mile radius of the BSA. The nearest, most recent occurrence is located approximately 9.2 miles north of the BSA and was recorded in 2015. Due to the lack of suitable habitat and the lack of local, recent occurrences; the species is presumed absent from the BSA.

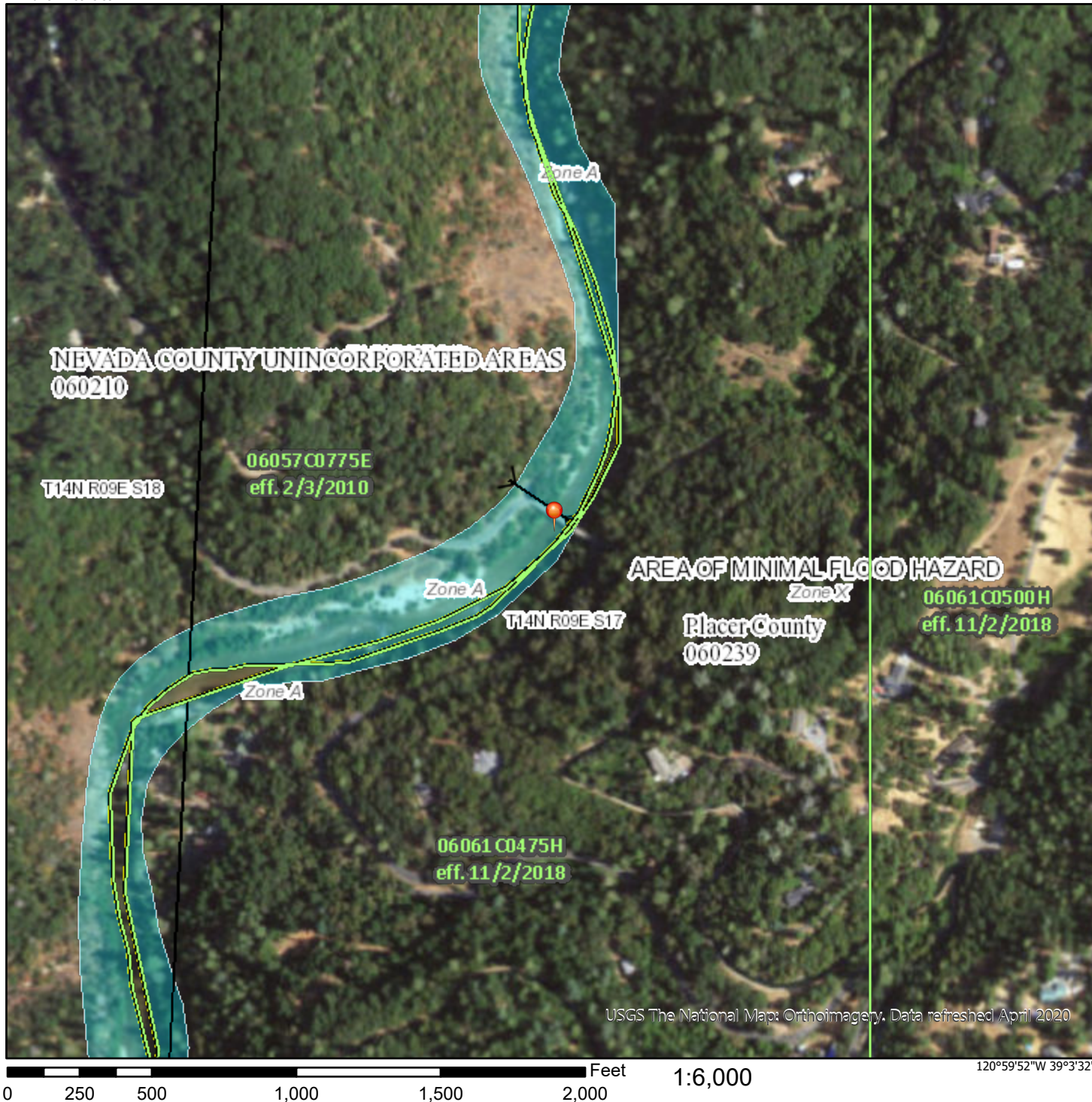
Appendix C:

FEMA Firmette Maps

National Flood Hazard Layer FIRMMette



121°0'29"W 39°3'59"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/17/2020 at 12:17 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

USGS The National Map: Orthoimagery. Data refreshed April 2020

120°59'52"W 39°3'32"N

0 250 500 1,000 1,500 2,000 Feet 1:6,000

Appendix D:

Mitigation Monitoring and Reporting Program

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AIR QUALITY				
AQ-1: Prior to the start of construction, a Fugitive Dust Control Plan issued by the Northern Sierra Air Quality Management District shall be obtained.	Prior to Construction	Construction Contractor		
BIOLOGICAL RESOURCES				
BIO-1: Best Management Practices: <ul style="list-style-type: none"> Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around sensitive biological resources. Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the Project site caused by wind and construction activities such as traffic and grading activities. All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly. All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible. All erosion control measures, and storm water control measures would be properly maintained until the site has returned to a pre-construction state. All disturbed areas would be restored to pre-construction contours and revegetated, where applicable, either through hydroseeding or other means, with native or approved non-invasive exotic species. All construction materials would be hauled off-site after completion of construction. 	During Construction	Construction Contractor		
BIO-2: All construction personnel shall be provided with environmental awareness training prior to being allowed to work on the job site. The training shall include an overview of sensitive habitats and special status species that are present within or adjacent to the Project area, including foothill yellow-legged frog, and Project specific protective measures that must be adhered to. The training will also include a description of the legal penalties for violating protective measures.	During Construction	Lead Agency		
BIO-3: Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters and foothill riparian habitat shall be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction plans do not further encroach into waters or sensitive habitats. The Project biologist shall periodically inspect the ESA to ensure sensitive locations remain undisturbed.	During Construction	Construction Contractor		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

BIO-4:	Refueling or maintenance of equipment shall not be permitted to occur on the temporary trestle and must occur at least 40 feet from Bear River. All onsite refueling and maintenance shall occur over plastic sheeting or other secondary containment measures to capture accidental spills before they can contaminate the soil. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).	During Construction	Construction Contractor		
BIO-5:	Equipment shall be checked daily for leaks and will be well maintained to prevent lubricants and any other deleterious materials from entering Bear River and the associated riparian area.	During Construction	Construction Contractor		
BIO-6:	Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall remain outside of sensitive habitat marked with high-visibility fencing. Any necessary equipment washing must occur where the water cannot flow into sensitive habitat communities.	Prior to Construction	Construction Contractor		
BIO-7:	A chemical spill kit shall be kept onsite and available for use in the event of a spill.	During Construction	Construction Contractor		
BIO-8:	Secondary containment consisting of plastic sheeting or other impermeable sheeting shall be installed underneath all stationary equipment to prevent petroleum products or other chemicals from contaminating the soil or from spilling directly into the Bear River. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).	During Construction	Construction Contractor		
BIO-9:	Vegetation clearing shall only occur within the delineated Project boundaries (impact areas). An ESA fence will be shown on the final plans to delineate which trees can be saved and which will be removed. Where possible and with the guidance of the Project biologist, trees shall be trimmed rather than removed fully. In areas that will be subject to re-vegetation, plants will only be cleared where necessary and when feasible and will be cut above soil level.	During Construction	Construction Contractor		
BIO-10:	The construction contractor shall revegetate affected areas of foothill riparian habitat in the western portion of the BSA with a native seed mix approved by the Project biologist. The northwestern and northeastern portion of impacted foothill riparian habitat will be re-vegetated starting approximately 15 feet upland of the ordinary-high water mark. Additionally, the lead agency shall mitigate for the net loss of foothill riparian habitat at a 2:1 ratio at an approved mitigation bank in coordination with permitting agencies.	Post Construction	Construction Contractor & Lead Agency		
BIO-11:	Prior to ground disturbing activities or in-water work, exclusion fencing shall be established on the edge of the Project boundary within foothill riparian habitat and upstream and downstream of Bear River (Riverine) within the Project limits. The final plans will include exclusion fencing within foothill riparian habitat that shall consist of silt fencing, or a similar plastic material, at least 3 feet high. The top few inches of the fence must be curved away (outside) from the construction area to curtail climbing frogs and shall be dug at least 6 inches into the ground. Exclusion fencing within Bear River shall consist of a ¼-inch mesh or smaller opening material and must be sufficiently anchored to the streambed with rocks and gravel to prevent immigration of frogs and tadpoles underneath into the construction area. The exclusion fencing shall be installed as soon as possible after cessation of winter flows and before the frogs begin to breed.	During Construction	Construction Contractor		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

BIO-12: Prior to vegetation removal an agency-approved biologist shall first inspect all areas where ground disturbing activity is anticipated. The agency-approved biologist shall observe all vegetation clearing and grubbing and will have stop work authority. If a FYLF is spotted within an active work area, the agency-approved biologist shall immediately stop work activities. The Permittee, or authorized Permittee representative, of the ITP shall notify CDFW of the finding and take the appropriate actions as included in the final ITP that will be acquired for the Project.	Prior to Construction	Lead Agency		
BIO-13: The agency-approved biologist shall perform daily clearance sweeps of all in stream areas and surrounding foothill riparian areas of construction activity prior to the commencement of work.	During Construction	Lead Agency		
BIO-14: The agency-approved biologist shall keep daily monitoring logs of construction activities and FYLF activities.	During Construction	Lead Agency		
BIO-15: Upon completion of construction activities, any barriers to flow shall be removed, with oversight from the agency-approved biologist, in a manner that would allow flow to resume with the least disturbance to the substrate.	Post Construction	Construction Contractor		
BIO-16: All construction crew members will allow wildlife enough time to escape initial clearing and grubbing activities. Initial clearing and grubbing must be accomplished through the use of hand tools.	During Construction	Construction Contractor		
BIO-17: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spreading of noxious weeds.	During Construction	Construction Contractor		
BIO-18: If hydroseed and plant mixes are used during or post-construction, plant species must consist of a biologist approved plant palette seed mix of native species sourced locally to the Project area.	Post Construction	Lead Agency		
BIO-19: The construction contractor shall avoid removing any vegetation during the nesting bird season (February 15 –August 31). If vegetation must be removed within the breeding season, a pre-construction nesting bird survey must be conducted no more than 3 days prior to vegetation removal. The vegetation must be removed within 3 days from the nesting bird survey. A minimum 100-foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with the city) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the Project biologist and approved by the County.	During Construction	Construction Contractor		
BIO-20: The contractor shall dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.	During Construction	Construction Contractor		
BIO-21: The contractor shall not apply rodenticide or herbicide within the BSA during construction.	During Construction	Construction Contractor		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

CULTURAL RESOURCES					
CUL-1:	Prior to construction, environmental awareness training shall be provided to all construction workers onsite regarding the possibility of encountering subsurface cultural resources. Native American groups have expressed concerns regarding the Native American resources in the immediate area. Continued consultation will continue throughout the course of the Project.	During Construction	Lead Agency		
CUL-2:	If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources, if necessary. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.	During Construction	Construction Contractor		
CUL-3:	Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, California Law requires that work shall halt in that vicinity and the Nevada County Coroner shall be notified immediately to assess the remains. If the coroner determines the human remains to be of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within twenty-four hours of such identification. The NAHC shall then determine the Most Likely Descendant (MLD) of the human remains and contact the MLD immediately. The County, the MLD, and a professional archaeologist retained by the County shall then consult to determine the appropriate plans for treatment and assessment of the human remains and any associated grave goods.	Prior to and During Construction	Lead Agency and Construction Contractor		
HAZARDS AND HAZARDOUS WASTE					
HAZ-1:	The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCCP 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 in the SPCCP.	Prior to During Construction	Construction Contractor		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

HYDROLOGY AND WATER QUALITY				
<p>WQ-1: BMPs will be incorporated into project design and project construction to minimize impacts on the environment:</p> <ul style="list-style-type: none"> • The area of construction and disturbance shall be limited to as small an area as feasible to reduce erosion and sedimentation. • 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. • 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. • Exposed soils shall be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events. • Exposed soils shall be stabilized, through watering or other measures, to prevent the movement of dust at the Project site. This is caused by wind and construction activities such as traffic and grading activities. • All construction roadway areas shall be properly protected to prevent excess erosion, sedimentation, and water pollution. • All vehicle and equipment maintenance procedures shall be conducted off-site. In the event of an emergency, maintenance would occur in a staging area away from the river. • All concrete curing activities shall be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly. • All construction materials, vehicles, stockpiles, and staging areas shall be situated outside of the river channel. All stockpiles must be covered, as feasible. • Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Riverbank stabilization measures will also be implemented, if necessary. • All erosion control measures and stormwater control measures shall be properly maintained until the site has returned to a pre-construction state. • All disturbed areas shall be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species. • All construction materials shall be hauled off-site after completion of construction. 				
	During Construction	Construction Contractor		
<p>WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from required regulatory agencies.</p>				
	During Construction	Construction Contractor		
<p>WQ-3: The Project limits in proximity to Bear River will be marked as an Environmentally Sensitive Area (ESA) or either be staked or fenced with high visibility material to ensure construction activities will not encroach further beyond established limits.</p>				
	During Construction	Construction Contractor		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE
DOG BAR BRIDGE REPLACEMENT PROJECT**

WQ-4: The proposed Project will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of stormwater associated with construction activities. A Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP) will also be developed and implemented as part of the Construction General Permit.	During Construction	Construction Contractor		
WQ-5: The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes stormwater and non-stormwater discharges from construction activities. As part of this Permit requirement, an SWPPP or WPCP will be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP shall incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.	During Construction	Construction Contractor		
WQ-6: Design pollution prevention BMPs will be evaluated based on effectiveness and feasibility and incorporated into the final design as applicable.	Prior to Construction	Construction Contractor & Lead Agency		
WQ-7: Stormwater systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources.	During Construction	Construction Contractor		
NOISE NOI-1: To minimize the construction-generated noise, the abatement measures below shall be followed by the construction contractor: <ul style="list-style-type: none"> • Construction shall occur only between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, or 8:00 a.m. to 6:00 p.m. on Saturdays, and not at any time on Sundays, with the exception that equipment may be operated within the project limits outside of these hours to: <ul style="list-style-type: none"> ○ Service traffic control facilities ○ Service construction equipment • Equip an internal combustion engine with the manufacturer recommended muffler. • Do not operate an internal combustion engine on the job site without the appropriate muffler. 	During Construction	Construction Contractor		
TRIBAL CULTURAL RESOURCES Follow CUL-1 – CUL-3 under Cultural Resources above.	During Construction	Lead Agency and Construction Contractor		

Appendix E: **Response to Comments**

Agency Comments

Comment 1: Central Valley Regional Water Quality Control Board

Central Valley Regional Water Quality Control Board

Governor's Office of Planning & Research

29 April 2021

May 05 2021

STATE CLEARINGHOUSE

Jessica Hankins
Nevada County
950 Maidu Avenue
Nevada City, CA 95959

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, DOG BAR ROAD BRIDGE REPLACEMENT PROJECT, SCH#2021030520, NEVADA COUNTY

Pursuant to the State Clearinghouse's 23 March 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Dog Bar Road Bridge Replacement 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.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-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. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4709 or Greg.Hendricks@waterboards.ca.gov.



Greg Hendricks
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Response to Comment I. Regulatory Setting

Thank you for your comments and for providing information pertinent to the project.

Nevada County is aware of the Basin Plan and antidegradation considerations and has addressed the regulatory setting and discussed the affected environment, impacts, and findings under Section 2.10 Hydrology and Water Quality in the IS/MND.

Response to Comment II. Permitting Requirements

The Dog Bar Road Bridge Project will obtain the permits listed in Section 1.5 Permits and Approvals Needed including Section 401, Section 404, and NPDES Construction General Permits.

The Project does not anticipate construction or groundwater dewatering to be discharged to land. The Project will follow Best Management Practices, the Avoidance, Minimization, and/or Mitigation Measures under Section 2.10 Hydrology and Water Quality, and prepare a Storm Water Pollution Prevention Plan (SWPPP).

Comment 2: County of Placer

April 30, 2021

Jessica Hankins
Department of Public Works
950 Maidu Avenue, Suite 170
PO Box 599002
Nevada City, CA 95959-7902

via email: Jessica.hankins@co.nevada.ca.us

Subject: Dog Bar Road Bridge Replacement Project Mitigated Negative Declaration

Dear Ms. Hankins:

Placer County appreciates the opportunity to review the Mitigated Negative Declaration for the Dog Bar Road Bridge Replacement Project. After reviewing the submitted information, the County offers the following comments for your consideration regarding the proposed project:

Placer County Flood Control and Water Conservation District

The proposed project has the potential to create the following impacts:

- a. The potential to place structures and/or improvements within a 100-year Special Flood Hazard Area (SFHA) for the Bear River as mapped on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs).
- b. The potential to modify a 100-year SFHA as mapped on FEMA FIRMs. Please note that modifications to this SFHA may require FEMA approval. Please also list FEMA in Section 3.1 of the MND under other public agencies that may require approvals.

Thank you again for the opportunity to comment on the Mitigated Negative Declaration for the Dog Bar Road Bridge Replacement Project.

Should you have any questions, please contact Leigh Chavez, Environmental Coordinator at lchavez@placer.ca.gov or 530-745-3077.

Sincerely,

A handwritten signature in blue ink, reading "Leigh Chavez", written over a horizontal line.

LEIGH CHAVEZ, PRINCIPAL PLANNER
ENVIRONMENTAL COORDINATOR

Response to Comment

Thank you for your comments and for providing information pertinent to the project.

The affected environment and impacts relating to the flood hazard area are discussed in Section 2.10 Hydrology and Water Quality in the IS/MND. This section includes Best Management Practices under Avoidance, Minimization, and/or Mitigation Measures (WQ-1) along with additional measures to address water quality. The Project will also follow the requirements within the necessary permits that will be obtained.

FEMA has been included under Section 3.1 Consultation and Coordination with Public Agencies as an agency that may require consultation or coordination over the course of the Project.

Comment 3: County of Placer – Parks Division

**MEMORANDUM
DEPARTMENT OF PUBLIC WORKS
PARKS DIVISION
COUNTY OF PLACER**

To: **SHIRLEE HERRINGTON**

Date: **MAY 7, 2021**

From: **ANDY FISHER - PARKS**

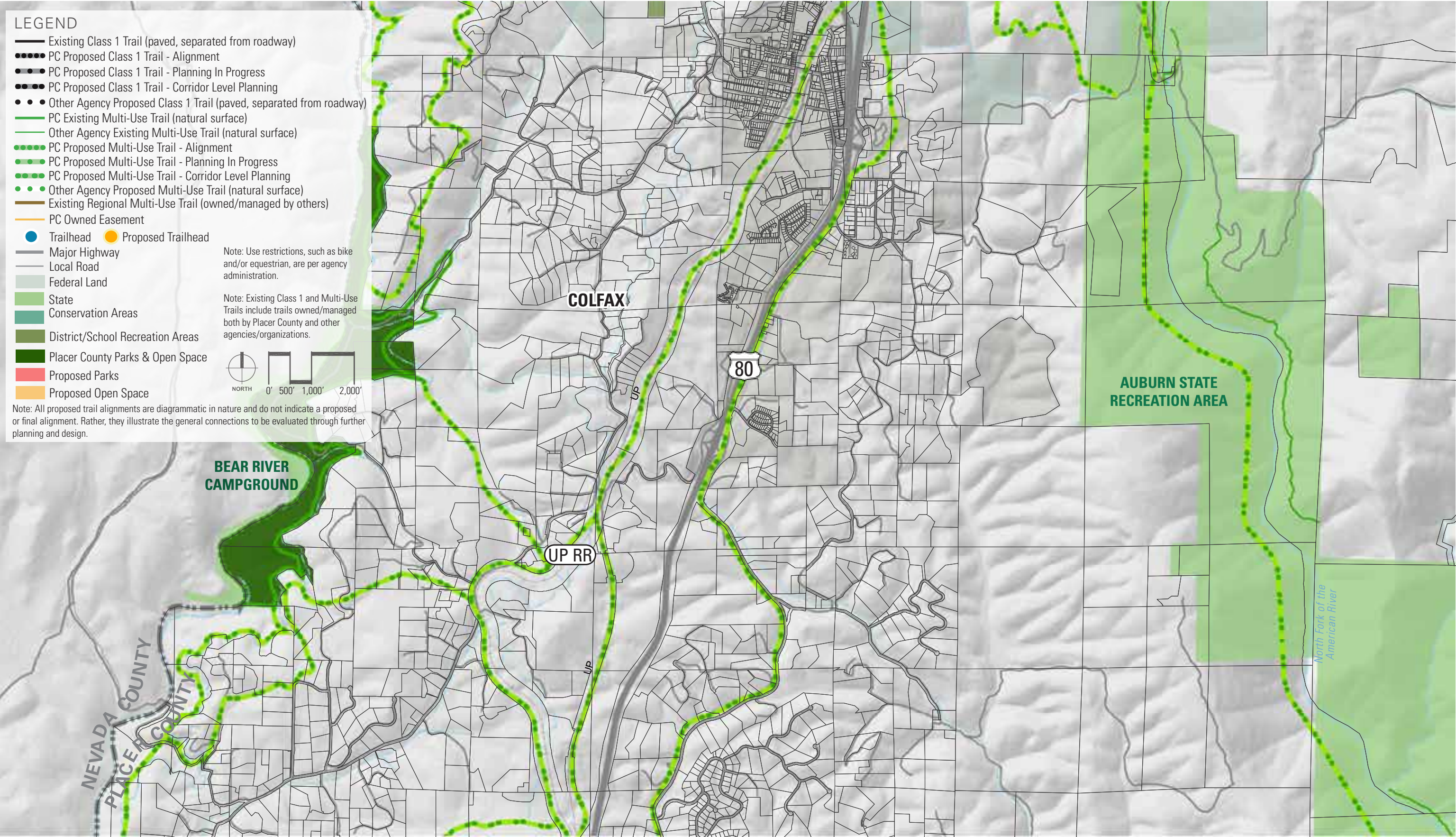
Subject: **DOG BAR BRIDGE – NOP COMMENTS**

The Parks Division has reviewed the subject proposal and has the following comments:

1. Staff of the Parks Division appreciates the cooperation of Nevada County in hosting a site visit to the Dog Bar Bridge Site on Tuesday, May 4th to review the setting of existing recreational access around the proposed bridge replacement project. As discussed at the meeting with Principal Engineer Pat Perkins and Public Works Project Manager Jessica Hankins of Nevada County, Otis Wolin, Placer County 5th Supervisorial District Aide Kelly McCaughna, and Placer County Parks Administrator Andy Fisher, Placer County requests the bridge be designed to support the same level of recreational access as exists today at a minimum, and where practical, provide improved recreational access. Placer County is aware of the following two elements of recreational access:
 - a. Trail Connectivity – there are existing trails along the Bear River used by the public both up and down stream of the Bridge Project. Placer County is in the process of finalizing Countywide Park and Trail Master Plan. A map from the draft Master Plan is attached showing a planned dirt trail alignment on the Placer County side of the Bear River through the bridge project site. We would request the Bridge Project be designed in a way that supports future trail connectivity along the east side of the Bear River through the Project site.
 - b. Rafting Take Out – There is significant rafting and innertube use along the Bear River during the spring and summer. Many rafters and tubers enter the river at our Bear River Campground about 1 mile upstream of the Dog Bar Bridge. The Dog Bar Bridge crossing is the last public take out point available before the Bear River enters private property, a quarry operation, and Combie Reservoir (with private shoreline). We request the Project be designed to support the same or greater level of water access for rafters, tubers, and other river users as is available today.

APPENDIX D | ATLAS MAP ENLARGEMENTS

MAP 35



Response to Comment

Thank you for your comments and for providing information pertinent to the project.

Nevada County is communicating with the Nevada Irrigation District to include additional parking along the road, but off the roadway and will request that the staging areas be kept for future parking. In light of public comments around recreation, the Project design will maintain access to trails that visitors use to access the river. Nevada County is also requesting that Caltrans approve Highway Bridge Program (HBP) funds to be utilized for a sidewalk on the new bridge, which Caltrans is amenable to.

Response to Comment a. Trail Connectivity

The design will maintain trail access on both sides of the river and seeks to make accommodations that would support future recreational use and/or recreational improvements.

Response to Comment b. Rafting Take Out

In regard to further recreational enhancements like rafting takeout facilities, such recreational improvements are outside the scope of this project. However, Nevada County is interested in exploring options for recreational facilities and enhancements with the County of Placer Parks Division while being mindful of the fact that the land is owned by NID. Additionally, an area near the bridge abutment on the Nevada County side will maintain trail access and include a flat area before leading down to the river that would accommodate recreational users inflating or deflating their raft or to regroup after coming off the river.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Public Comments

Comment 4: Claudia Adams (voicemail)

“... this is Claudia Adams I’m calling about the bridge and had a couple suggestions. One being that it not be widened to the point where there’s no pedestrian way also leaving a couple spaces for parking so people can get down to that river. By making it possibly not necessarily two-lanes wide but having a light on it so we can have traffic move smoothly across even on a one-lane bridge. They were really successful in doing this in, not New Hogan Reservoir, but another reservoir up in Valley Springs. It worked out really well. Give me a call when you get some time and I will try to find a contact for you that did that work up there since it work out really great. My name again is Claudia Adams...”

Response to Comment

Thank you for your comments.

Nevada County and Dokken, the engineering consultant, are requesting that Caltrans approve funding for a sidewalk on the bridge, which Caltrans is amenable to. The County is also working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking for the informal parking lot. These improvements will be determined during the right of way stage and final design of the project. Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

The project is funded by the Federal Highway Bridge Program (HBP) and must include a two-lane bridge to meet the project purpose and need and does not include funding for a traffic light.

Comment 5: Paul and Sarah Brown (email)

Hello Jessica,

I hope you are the correct person to send this message to about the Dogbar Bridge construction. If not, please pass this on to whom it will matter.

My husband, Paul Brown, and I have some input on the proposed bridge construction on Dogbar. We live off of Dogbar on the Nevada County side of the bridge. We drive on it several times a week. We believe that the canal bridge above the Dogbar Bear River crossing bridge is a much more serious problem and safety issue. It is a constant source of traffic confusion, frustration, and accidents. The railings are always broken and someone is always frustrated there, every day!! To spend a huge amount of money fixing a bridge where much less frustration occurs than the canal does not make sense. In fact, it may cause more problems at the canal if large, heavy trucks can now cross the river bridge and then get stuck at the canal where they will find it even harder to get towed from, more damage will happen, and the homeowners near the canal will be very unhappy.

Might there also be an issue with the curved design of the new bridge causing accidents when the bridge freezes over? It freezes many times during the winter. We've been driving that bridge for over 20 years and it's always very slippery in the winter. As it is, people go very slow on the one way, straight bridge when iced over, but it's harder to control a car going around a curve on ice and there will be collisions, especially with 2-way traffic.

Thank you,

Paul and Sarah Brown

Grass Valley, CA

Response to Comment

Thank you for your comments.

Nevada County will share these comments regarding the canal bridge (the canal is currently owned by PG&E) with Placer County. Placer County is aware of the canal bridge limitations, but that location is outside of this project scope and Nevada County's jurisdiction.

The bridge design will include drainage features to limit water remaining on the bridge. The existing roadway approaches to the bridge will be the same, however the curve radius will increase design speed to 24 MPH.

For the new Bear River Bridge, the deck surface will be a rough concrete texture that will provide better traction during ice events than the current asphalt surface. We will review the signage from the Nevada County side to see if any additional signs are warranted to help prevent large trucks or trailers from using the route.

Comment 6: Ray Bryars (email)

Hi Jessica

Please submit this to Nevada County Supervisors

I only just heard about the proposal to replace the existing bridge over the Bear River on Dog Bar Road. I was disappointed to read that there does not appear to be any effort to improve or support access to the river for recreational purposes. I see this as a great opportunity to adopt the approach that was taken on Hwy 49 over the Yuba River where the old bridge has been retained for pedestrian use and parking. Facilities have been added to improve the comfort of users and to keep a healthy environment.

From the map that I saw of the proposal it would appear that if the new bridge were moved to the West of the existing bridge it would make it possible to keep the existing bridge for pedestrian use at a safe distance and provide room for a reasonable parking area.

Please don't rush into any decisions on this project until a proposal is put in place that accommodates the tremendous recreational opportunities for the community.

Many thanks
Ray Bryars
530-477-8725

Response to Comment

Thank you for your comments.

A feasibility study was conducted and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place. Nevada County and Dokken, the engineering consultant, are requesting that Caltrans approve funding for a sidewalk on the bridge, which Caltrans is amenable to. Regarding access, the County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during the right of way stage and final design of the project.

Comment 7: Janette Carpenter (email)

Hello,

I would like to request the new bridge has accommodations for parking nearby to allow community and professionals access to the Bear River. This is for recreation as well as safety for community, EMS and fire dept.

The current bridge has an area for about 4 or so cars. Those will be lost.

As a physician I think it is important this bridge change includes attention to SAFE parking. As well as a trail for safe access to the river, not only for community members but for emergency medical providers. If community members don't have safe access they will find a way to get to the river anyway and in so doing will have a higher probability of hurting themselves; thus requiring emergency response team to arrive and have NO safe access to get to the patient. This could impair the chance that the patient would be helped in a timely manner. Lives could be at risk. Not only the life and limbs of the patient but of the EMS team. Furthermore, where will the emergency vehicles and trucks park ?

How will the fire suppression teams have access to the river or EMS fire truck /vehicles have parking for fire outbreaks that will SURELY occur from human use?

Please confirm receipt and please let me know when and how these comments will be addressed.

Janette M Carpenter, MD

Chief-Otolaryngology-Head & Neck Surgery Sierra Nevada Memorial Hospital Dignity Health Medical Group

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking spaces, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. The new two-lane bridge will also improve emergency and fire personnel access to the area.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 8: Richard and Stephanie Curin (email)

Dear Ms. Hankins,

We are pleased to learn that Nevada County is in the initial planning stages for replacing the one-lane bridge across the Bear River at Dog Bar Road. After reviewing the plans we have some concerns and would like Nevada County to revisit the Draft Initial Study prior to continuation of the project.

The first thing we noticed is that there is no plan to accommodate existing recreational access. This is a highly popular stretch of river. Throughout the year, people visit this spot on the river to hike trails, fish, mine, swim, boat and recreate. The wide space that currently exists on the Nevada County side of the bridge is a well-used trail head and boat launch for floats down the river. It's very important for the new bridge to provide ongoing recreational access for vehicle parking, bicyclists, boat launch and trail approach. The new plan with the two lane bridge and wider road will completely remove existing vehicle parking and cut into well loved river destinations at this popular section of the Bear River Canyon.

One idea which would benefit this location is to build a two lane bridge directly next to the existing bridge downstream and keep the old bridge on site for recreational use. This would preserve the highly popular swim area and accessible trailhead upstream from the bridge. The existing bridge would be put to excellent use by making it available to pedestrians and bicyclists. In 2015, the 10th Anniversary of the AMGEN Tour of California bicycle race included Dog Bar road and bridge in Stage 2 of the event (https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.theunion.com%2fsports%2fvideo-amgen-tour-of-california-announces-700-mile-route-for-10th-anniversary-cycling-race%2f&c=E,1,Y2fXeIviU5W2GMW9o5dc-98uO3UrROAUuaLqxZFcn8Dp-VXBRR1NShvaBW8BDjBVPqJOkYjW4yB_wDbBmisOfKCpEUS-qWJOZD9zaZOI&typo=1).

We were present to witness the race and watch the professional bicyclists firsthand. This road and bridge is heavily travelled by commuters, tourists, bicycles, motorcycles and local traffic. The new bridge design needs to take all aspects of current use into consideration to optimize public availability.

This portion of the Bear River is the main place that provides access to Nevada County residents. The Bear River Recreation Area located on the Placer County side of the river is often full to overflowing during summer months and not easy to reach from Nevada County.

Retaining access to the river at Dog Bar Bridge is important for Nevada County residents to enjoy nearby local access and keep recreation dispersed along the Bear River. This was particularly important last year when people sought alternate means of recreation and many new visitors came to the Bear River. Having a separate recreation area available is extremely important to provide a healthy recreational resource for our entire community.

The existing road through this area is a narrow, winding road that meanders through the canyon. Having a brand new, wider bridge with increased speed and load capacity will make it accessible to larger vehicles yet large axle trucks will still not be able to negotiate the existing road through to Placer County with it's current narrow configuration. The bridge will need to retain it's axle limit until the entire road is reconfigured. It would be helpful for all board members to travel the stretch of road from Magnolia Rd. to Placer Hills Rd. on a weekend, during peak hours, to fully understand the ongoing recreational activities and intricacies of the route prior to finalizing any designs for a new bridge.

8A

8B

It is highly important that the construction phase never blocks traffic during fire season. As you're well aware, we live in an area with an extended fire danger season and therefore must keep all routes open and free for evacuation and firefighting access. We have witnessed fire emergency vehicles from the Weimar Fire Station in Placer County use this bridge on several occasions to help fight fires in Nevada County. The construction phase must have plans built in to the schedule for timely emergency access.

8C

Nevada Irrigation District currently has plans to build a reservoir in the Bear River canyon at this location. Since Nevada County is planning to build a new bridge, does this mean the reservoir project is on hold? We were made aware that Nevada Irrigation District owns land directly adjacent to the Dog Bar Bridge and would like to know if a portion of this land could be used to create additional recreational access and parking. We are also curious as to what Placer County's involvement is with this project since the Bear River forms the border line between the two counties. It would benefit our community greatly if Nevada County and Placer County combine efforts to maximize enhancement of Bear River recreation and day use at the Dog Bar Road Bridge site.

8D

We appreciate your ongoing work for our community and would like you to support this amazing destination by keeping this beautiful stretch of the Bear River available for our community to use and enjoy for many years to come.

Thank you for your time and consideration of our comments.

Sincerely,
Richard & Stephanie Curin

Response to Comment 8A

Thank you for your comments.

A feasibility study was conducted and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place. Regarding access, the County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking spaces, as well as maintain access to trails leading down to the river. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for a sidewalk on the bridge, which Caltrans is amenable to. These improvements will be determined during final design.

Response to Comment 8B

Nevada County will share these comments regarding the roadway toward Placer Hills Road in Placer County. Placer County is aware of the road limitations, but improving Dog Bar Road into Placer County is out of this project scope and Nevada County's jurisdiction.

Response to Comment 8C

One benefit of the presented alternative is that it allows construction of the new bridge, while the existing bridge can remain in service for the public and for emergency responders. The construction will be completed while the existing bridge remains open.

Response to Comment 8D

Nevada County is in communication with NID and Placer County to coordinate project activities including parking and access. NID owns the land adjacent to the bridge and roadway and the County is working with NID to find solutions to maintain the current level of parking and access to the river. Additional trail or recreational improvements beyond what currently exists is outside the scope of this project. NID is still exploring the feasibility of a dam and no determinations have been made at this time.

Nevada County is the lead agency for the bridge replacement on behalf of Placer County. Placer County is kept informed of the progress of the project at each stage and their input is requested and incorporated as well.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 9: CVP and K Law (email)

Ms. Hankins , please consider and include in any plans for a new bridge Parking for access to the river .
Thanks Sent from my iPhone

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to maintain the existing level of parking, as well as maintain access to trails leading down to the river.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 10: Andy and Shannon Dooley-Miller (email)

Dear Jessica,

I am writing you today about the proposal to replace the Dog Bar Bridge over the Bear River.

My family has lived in the area of the existing bridge for twenty years. We have traveled over the bridge almost daily. We know that there are legitimate concerns about the exiting bridge. It is one of a very few exits for Nevada county residents to use during an emergency such as a fire. Trying to move a large number of cars and large vehicles is a big concern.

Being regular users of the bridge we are witness to the ongoing usage of the bridge for recreation. On any sunny day, as well as most non-sunny days, families park along side of the road and use the river for swimming, picnicking, and even panning. It's the only area along the Bear River that is available to Nevada county residents. The Placer side of the Bear River has day use areas and campsites are in constant use. Taking the only existing river access area away will effect a large number of Nevada county residents. The findings on section 2.16 Recreation "The Project would have No Impact on any parks or recreational facilities." are simply not true.

Having a safe bridge is important, but so is creating a safe recreational area for Nevada County residents with adequate parking, pedestrian access, and hiking trails to our unique Bear River waterfront.

Andy and Shannon Dooley-Miller

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to maintain the existing level of parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 11: Chris Dunlap (email)

Hi Jessica,

I heard that the Dog Bar Bridge will be replaced. Good idea if you have ever driven across it or made the turns on or off the bridge. But about 1/2 way through the document it says that there is not any recreational use by the bridge. I have swam there, both upstream and downstream. So have both of my daughters and my wife. So have my four grandchildren. I have also hiked downstream and fished downstream. My grandson who is 8 is firmly convinced there is still gold (he is correct but it is rare and difficult to find) in the Bear River and seriously searches for it when we go there. My wife has gone a few times but isn't a water person.....she thinks something will bite her.

So there is recreational use.....a lot. There is a small area to park by the bridge and on a day (and especially weekends) anytime of year that it is not raining, there are parked cars and folks swimming or fishing or hiking or just relaxing by a flowing river. And of course there may be an 8 year old looking for gold nuggets.

This small parking area is very primitive. Perhaps 6-8 cars can crowd into a very small and undeveloped dirt area. But the cars are there. Others park about 1/4 to 1/2 mile up the road on the north side of the bridge and others park illegally along the road on the north side of the bridge close to the bridge. So there is plenty of "recreational" use by the Dog Bar Bridge.

Big Picture: replace the bridge AND put in a reasonable safe parking area. Think about it. People have been going to the Dog Bar Bridge for generations...my family for three generations and we have only lived here 24 years. They will go with or without a safe legal parking area so why not put into the plan a parking area for 8-12 cars? As for No Parking signs, they will be ignored, vandalized, and possibly cut down.

Save valuable Sheriff and Police time, prevent serious arguments with tow truck drivers, and not change a happy and relaxing place into a place of confrontation and upset. Do this by replacing an old unsafe bridge with a safe bridge and a safe place for individuals and families to park.

Thanks,

Chris Dunlap
Meadow Vista

PS. If you haven't been to the Dog Bar Bridge, go. Go upstream (jumping rocks and swimming) and downstream (fishing, walking trails, rapids, beach). Take a friend, a bag lunch, and spend an hour or two. It is a beautiful place.

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to maintain the existing level of parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 12: Ray Stewart Feldman (email)

Dear Jessica,

My family moved to Meadow Vista in the mid-1970s and for decades has enjoyed spending time at the Bear River for safe water activities and delightful hiking. We have used the Dog Bar Road access to launch rafts and inner tubes, have fun panning for gold, and generally take in the beauty and serenity of the river.

While I appreciate the project to replace that one lane span with a safer and more sturdy structure, I am quite concerned that the proposed new Dog Bar Bridge will negatively impact our enjoyment of the river by cutting off access to trails and rafting opportunities.

I urge you to make significant improvements to the proposed project for pedestrian, bicycle and equestrian safety to ensure access to recreational activities at this location, especially leading upstream from the bridge. The water is shallow enough in summer for people to reach Placer County trails and even make our way to the campground area.

There needs to be safe parking along the shoulder of the road (and possibly improving parking where we used to along the cobbles near the water), a safe way to cross under the bridge, as well as a method to control speed on the road as vehicles approach the new bridge. You might even consider placing stop signs at each bridge approach to slow the traffic driving across the new span. There needs to be a bicycle lane and sidewalk on the bridge as well.

Thank you for taking public input on this project. I fully support the concept but hope you can address my concerns so residents and visitors can continue to enjoy this beautiful location along the Bear River.

Sincerely,

Stewart Feldman

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to maintain the existing level of parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined

through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

The project is funded by the Federal Highway Bridge Program (HBP) and must include a two-lane bridge to meet the project purpose and need and does not include funding for a traffic light. The existing roadway approaches to the bridge will be the same, however the curve radius will increase design speed to 24 MPH.

Comment 13: Kari Freidig (email with Word attachment)

Hello,

Attached is my public comment for the proposed redesign of the Dog Bar Bridge.

Thank you,

Kari Freidig

To: Nevada County Planning Department

RE: Public Comment on the redesign of the Dog Bar Bridge

Date: 4/21/21

As a life-long resident of Placer County, the Bear River and the Dog Bar area have been an enjoyable part of my life for over 60 years. I am writing to oppose the current plan for expanding the Dog Bar bridge. While the idea of improving and redesigning the bridge is a good one, the current plan for this project is not.

The current plan for a 2-way bridge at Dog Bar:

- would leave no shoulder for parking.
- has no pedestrian sidewalks, even on the bridge itself.
- obliterates the existing trailhead and staging area for boating.
- supports traffic moving at 30 mph (instead of the current 5 mph) in both directions around blind curves, making it nearly impossible to cross the road safely.

The Nevada County Planning Department, needs to understand how the people who live here enjoy the river at Dog Bar, and the problems we endure now with parking, and pedestrian safety.

Here's what we would like to see the redesign of the Dog Bar Bridge accommodate:

- Safe parking off the road for river access
- Safe pedestrian and bicycle crossing over the new bridge, or retaining the old bridge for pedestrian/bicycle/horse crossing
- Trailhead access on both sides of the river, with safe pedestrian access.
- Safe loading zone at trailheads for beach and picnic gear, boating and mining gear.
- Staging area for boater takeout.

The Nevada County Planning Department needs to understand how much we enjoy the recreational opportunities the Bear River at Dog Bar provide. The Department has a great opportunity to make this situation better and safer for all of us, instead of eliminating and restricting recreational access to the river that we all enjoy. This is a chance to make a positive out of a current negative. I ask that you seriously consider the valid comments and suggestions above, and also of those by other concerned community members about the redesign of the Dog Bar bridge.

Thank you for your consideration

Kari Freidig

Placer County Fish and Game Commissioner 2009-2021

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during the right of way stage and final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 14: Loraine Hall (email)

Dear Ms. Jessica Hankins,

I would like to make the following comments on the Dog Bar Bridge project.

I very nearly missed this. I was a bit astounded as for 6 years this project left the public eye, and all of a sudden reappears and we have very limited time to respond. I live within a mile or so of this location (less as the crow flies or the river flows) and have done since 1988. I feel this project is particularly important to those of us locals who are also adversely effected by the Parker/Centennial Dam project who have been living in the twilight zone since 2014. I think this project needs to have some more publicity and the time for comments should be extended. I saw comments on Nextdoor for people locally who were totally unaware of this project.

The last news article I could find was back [Nevada County OKs study on Dog Bar Bridge, design work on 7 others](#) back in December 2014. I understand that you have been granted the federal funds for this project prior to that, and obviously the Centennial Dam project left us all guessing what the fate of our wonderful Bear River would be. That is still not decided, so I see no rush now to start work on this bridge without assessing its impacts to a greater degree. I would assume that its just that the funding would be withdrawn if you don't take some action per the article: <https://www.theunion.com/news/critical-bridge-replacements-still-years-away/>. That is still no reason to go ahead with a flawed project.

NO RECREATION IMPACT

This is so obviously not the case. I have access to the Bear River fortunately from a trail off Woodbury Drive where I live. However, I have kayaked with my family members from our trail across the river from the access off Plumbtree Road on the Placer County side to the Bear River Bridge on many occasions.

My son and his friends were frequent visitors to the access at the bridge as teenagers due to its great rock jumping and swim holes.

Last year during COVID when State Parks shut down some access over on the American, this was an alternate spot, though the parking has caused issues. By stating that this is not a recreation area does not make this go away. The South Yuba was overrun as well. By not taking this into consideration you are not acting in the best interest of your Nevada County residents. Lake of the Pines and Combie are all accessible for residents only. We need more and better recreation access for county residents, not less.

By attempting to ignore the use of this area, you will just be forcing people to seek other access. People will still come and I believe that there are rules that protect use of trails that have been in existence for some time and that is the case here. If that is taken away, people will search for other places and result in the use of private property further from the river. The pull-outs on either side of the river will still be used and lead to people parking in vegetation (fire risk) as you take away the access at the bridge. They will park on private property on either side and even seek other accesses. We had that situation last year on Woodbury and neighbors called the sheriffs on numerous occasions. I helped jump start an RV that broke down on the street while others just hated on them. I have been very fortunate to live within walking distance for 33 years, but I understand the need for people to access the river. The Placer

County access off Plumb Tree is a great resource, but it does not have the appeal or the history that the bridge location does for many.

This bridge and its access is mentioned on sites like:

<https://cacreeks.com/bear.htm>

<https://www.theoutbound.com/lake-tahoe/hiking/hike-to-the-jumping-rock-on-the-bear-river>

<http://www.motherlodetrails.org/news/archives/08-2018>

http://bearriver.us/docs/ferc_proposal.pdf

In 2.21 findings, it is stated that the project will not: *have impacts that are individually limited, but cumulatively considerable; nor have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there are no significant determinations for mandatory findings of significance.* I think that the many people who have been freely using this area for many, many years (my family for over 30) will disagree that there is no detrimental impact.

PURPOSE/NEED/WILDFIRE/TRAFFIC:

It is stated that the project will accommodate larger vehicles, and necessary to improve functionality and meet capacity requirements that will accommodate two-way traffic.

I discussed the signage leading to the bridge as being in adequate back in 2015 with county staff. I think it has been improved since, but that is probably not going to help a possible total breakdown of traffic flow at the Placer County bridge over the NID canal.

In the event of wildfire evacuation, the Bear River Bridge may have impeded some vehicles, however if those vehicles make it across the Bear River Bridge, they can find themselves out of luck at the canal bridge. The outcome of this could be horrifying. If they have to evacuate their vehicles at the river, at least they would have some escape into the river itself. However, if vehicles get stuck up near the canal, this area is extremely steep and narrow and rescue from this location would not be possible. The access to the residents just north of the canal bridge could be blocked leading to many people being trapped.

To think that improving the flow over the river without improvements to the even more restrictive canal bridge is insane. Yes, that is Placer County, but you don't go develop a multi lane road and have it end in a one lane road at a county border. I have not seen any mention of this issue in this document, but maybe I missed it?

Placer County gave up the lead on the project to Nevada County, but that should not stop them on stepping-up. They spend huge amounts of money regularly to repair the damage on the lower corner of the canal bridge. Some effort should be made to improve this, otherwise the millions going to be spent on the Dog Bar bridge is going to waste. It almost seems like the real incentive here is to spend federal money to restrict access to a local treasure without admitting that is what is happening.

14A

14B

Without adequate planning to still allow current river access and include pedestrian safety, this project should not go ahead as planned.

Sincerely,

Lorraine Hall

Response to Comment 14A

Thank you for your comments.

Nevada County is well aware that people enjoy this area for recreation and also mindful that such recreation occurs on private land owned by the Nevada Irrigation District (NID). Therefore, the County is working with NID, which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during the right of way stage and final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Response to Comment 14B

Nevada County will share these comments regarding the canal bridge (the canal is currently owned by PG&E) with Placer County and NID. Placer County and NID are aware of the canal bridge limitations, but that location is outside of this project scope and Nevada County’s jurisdiction. Nevada County is also in communication with emergency and fire services personnel, which have an interest in access on and near the bridge. Such personnel is informed of the increased access on the bridge, but is also well aware of the limitations further up Dog Bar Road near the canal.

Comment 15: Terry Hawkins (email)

Jessica Hankins, I want to address the Dog bar bridge project. As a long standing resident I have taken my children and now grandchildren to the area below the bridge to swim on a hot summer's day multiple times to cool off. Please do not obstruct our access to the river or limit our ability to park.

We need:

- Safe parking off the road for access.
- Safe pedestrian and bicycle crossing over the new bridge or retain the old bridge for pedestrian/bicycle/horse crossing
- Trailhead access on both sides of the river, with safe pedestrian access
- Safe loading zone at trailheads for loading and unloading picnic gear, boating and mining gear
- Staging area for boater takeout
- Access under the bridge on both sides of the river on most days.
- Thank you for addressing these concerns, Terry

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 16: Bruce Herring (email with PDF attachment)

Hello Jessica,

Attached are my comments regarding the Draft Initial Study.

thanks, Bruce

Bruce Herring

COMMENTS TO THE DRAFT INITIAL STUDY OF THE DOG BAR ROAD BRIDGE REPLACEMENT PROJECT

I begin by stating that I fully support the replacement of the existing Dog Bar Bridge and have no issue whatsoever with the proposed design. Yet I also believe this project presents an “opportunity” to move beyond “just” a bridge replacement. The Negative Declaration states that the project would have “no impact on parks or recreational facilities.” This is simply not the case.

Dog Bar is the only recreational access point on the Nevada County side of the Bear River. People have been using this unofficial recreational area for decades. People flock to the wide and mostly flat cobble bank, several sandy beaches, and trails extending over half a mile both upstream and downstream. The area is used by sunbathers, dog walkers, picnickers, gold panners, and river runners. The Dog Bar Bridge is a popular take out point for people in kayaks, inflatables, and inner tubes floating the river from the Bear River Campground on the Placer County side.

The opportunity presented here as an offshoot or secondary project in tandem with the bridge project is “golden” - and I believe Nevada County should not let it go by without taking a good hard look. Besides formalizing a trailhead, signage, and river access point, the critical need for expanded and safer parking spots is of paramount concern. Currently there are only a handful of small turnouts to park, leaving one’s vehicle too close to the road and creating both a traffic and pedestrian hazard. Besides these important concerns, the current situation is also a huge problem in regard to fire safety and evacuation. While the new bridge will certainly alleviate some of this, in some regards it will actually make the problem worse, as vehicles will be approaching and crossing the bridge at much higher speeds.

The existing parking area on the north side of the bridge (uneven, dirt, narrow, and dangerously close to the entrance to the bridge) has room for two or three vehicles at best. This parking situation is over-run on most weekends from spring through fall. In addition the Draft Initial Study (with the bridge being slightly upstream from the existing bridge) would not only demolish this small parking area, but most likely all turnouts on the approach from the Nevada County side. It would also obliterate the trail heading down to river level, and thus eliminate access to the trails going up or down stream. The project would also eliminate the most often used beach for boat take-out and access back up to the road. In short, it would make the current access to the river much more difficult and effectively put a dagger in the heart of this fine little recreation area.

I find this unacceptable and actually contrary to what the county could - and should be doing here - which is actually increasing access to the river and bringing up the area to acceptable recreational standards.

Usage of Dog Bar as a recreational site will only increase over time, new bridge or not. But building the new bridge as currently envisioned will make it more difficult - not easier - to put a positive spin on the increased usage instead of accumulating more trash, cigarette butts, toilet paper, and improperly disposed of human waste.

These and the aforementioned parking and safety issues ought to be acknowledged and dealt with in the Draft Initial Study. Specifically I offer the following suggestions, opportunities really, to improve and build upon an already heavily used informal recreational site that the county could be proud of.

- Increase the parking capacity along Dog Bar Road (the proposed staging areas for construction could be utilized in this regard)
- Make access to the beach and bar areas easier for all users
- Keep the old bridge intact as a pedestrian and bike crossing to existing and future trails on both sides of the river
- Install signage and at least an outhouse type sanitation facility

Finally, I also believe it is important for the county to consider and create a vision for what the future recreational site on the Bear River could look like. The Dog Bar area could be a major hub for trails going both up and downstream to other public access points, and be part of a larger Bear River Park. A number of regional partners could help formalize this vision. These include Placer County, the Nevada Irrigation District (NID), and the Bear Yuba Land Trust (BYLT). All the land in question at the Dog Bar Bridge is owned by NID, which is also responsible for the flows in the Bear River from Rollins Reservoir. Some of this land could be permanently protected with conservation easements initiated by BYLT.

I close by restating my opening line. There is no reason to oppose this project. **But clearly the Negative Declaration of no impacts on recreation is incorrect.** The impacts on the present recreational scene at Dog Bar would be immense. I simply urge the county to take hold of an incredible opportunity - at minimal additional cost - to improve the recreational, safety, and sanitation elements at the same time.

Bruce Herring
13963 Meadow Drive
Grass Valley, Ca 95945
530-575-1093

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Nevada County has also discussed using the construction staging area for future parking and the addition of signage in the area with NID. The land is privately owned by NID and their agency is looking into the possibility of allowing parking in the staging area and considering what if any signage is necessary.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 17: Mike, Donna, and Hugo Hinshaw (email)

Hello,

We live near Combie Lake at 13239 Via Del Sol and would like to express our pleasure in new infrastructure investments like the “new” Dog Bar Bridge; However, such improvements must be made while maintaining the quality of life for us residents. Please include other planning:

Safe parking off the road for river access *Safe pedestrian and bicycle crossing over the new bridge, or retaining the old bridge for pedestrian/bicycle/horse crossing *Trailhead access on both sides of the river, with safe pedestrian access *Safe loading zone at trailheads for loading and unloading picnic gear, boating and mining gear *staging area for boater takeout *access under the bridge on both sides of the river on most days

Respectfully,

Mike, Donna & Hugo Hinshaw

--

Thank you,

Mike

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make

accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 18: Margaret Joehnck (email)

Comments on the proposed Dog Bar Bridge Project

First of all, I want to thank you for putting this project high on your list of bridge projects. I live here in Lake of the Pines and many of us worry about having to be evacuated from here as there are only two directions to go on Magnolia—one of which now leads to a one lane rickety bridge with a 90 degree turn at its approach!

However, I disagree heartily with your evaluation that the project will not effect existing recreational uses. Yes, there is no formal park at the site, but it has been used for years informally and the area would be sorely missed. As you are aware, pressure is building on the need for recreational areas, and this one needs to be preserved for now as an informal area, and be able to be developed formally in the not so distant future. To that end, these are the items I would like you to consider in the bridge design.

- **Walkway on the new bridge**

Currently, no walkway is planned. Considering that eliminating the 90 degree curve entering the bridge from the Nevada County side and that the bridge will become two lanes, traffic will definitely speed up. Every effort must be taken to keep walkers and bicyclists safe making a walkway on the new bridge a must.

- **Parking**

We are hoping that the staging area could be left with minimal restoration after the build-out so it could easily be turned into a parking area. However, I noticed that it is currently planned to be on the northside of Dog Bar Road creating a problem for people trying to access the beach and the river loaded down with equipment for the beach, boating, and mining gear needed for such an outing, especially as traffic speed will increase. Is it possible a staging site could be found on the river side of Dog Bar Road? Parking along the road needs to be maintained or developed on both sides of the bridge that is adequate for loading and unloading.

- **River Access**

River access needs to be maintained as well as under the bridge at least most of the time.

- **Access to an old road on the upstream side in Placer Co.**

This apparently abandoned road currently extends almost to the existing Bear River Campground and could be extended all the way. The new bridge will cut off the current access so consideration needs to be given to how new access might be provided. We are envisioning this as perhaps the first leg of a nice long trail on the Placer side of the river. It also could be used by emergency vehicles and/or another evacuation route out of Bear River Campground.

Submitted by Margaret Joehnck

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Nevada County has also discussed the possibility of parking on NID land on the upstream side of the bridge in Placer County. Their agency is considering the parking. The road is also on NID land and providing access past the gate and beyond for an extended trail is outside the scope of this project.

The project is funded by the Federal Highway Bridge Program (HBP) and must include a two-lane bridge to meet the project purpose and need. The existing roadway approaches to the bridge will be the same, however the curve radius will increase design speed to 24 MPH.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 19: Nicole Johnson and Todd Burton (email)

Hello,

I understand that my comment is late. I figured the worst that could happen is that it gets disregarded. I live at 17700 Dog Bar Rd. And my family and I are avid fans and frequently enjoy the Bear River at the one lane bridge. There are very few parking spots in that area and we utilize them frequently. My 5 year old enjoys looking for wildlife at the river. This recreation is extremely important to me as a resident of Dog Bar Rd. I hope that this recreational importance and value is considered when the fast pace bridge is considered. I am not opposed to a new bridge, but I hope that the recreational aspects of this project are considered. Thank you.

Nevada County Residents,

Nicole Johnson and Todd Burton

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

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Comment 20: Scott Johnson and Ellen McKay (email)

Jessica Hankins,

I'm writing to encourage you to include parking areas for recreational use at the new Dog Bar bridge. I also ask that the old bridge be maintained as a pedestrian/equestrian crossing. Recreation opportunities along the Bear River are very limited currently and any improvements that can increase access for recreation in conjunction with the new bridge should be included in the project.

Thank you,

Scott Johnson and Ellen McKay

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

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"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 21: Julie Leipsic (email)

Attn: County Board Of Supervisors

We want to give a resounding YES to bridge replacement, but want to urge you to accommodate the following needs as much as they can within the confines of their funding source so that the design of the bridge doesn't rule out our existing recreational amenities and our ability to upgrade the area in the future.

1. Safe parking off the road for river access 2. Safe pedestrian and bicycle crossing over the new bridge, or retaining the old bridge for pedestrian/bicycle/horse crossing 3. Trailhead access on both sides of the river, with safe pedestrian access 4. Safe loading zone at trailheads for loading and unloading picnic gear, boating and mining gear 5. staging area for boater takeout 6. access under the bridge on both sides of the river on most days

Thank you,

Julie and Kevin Leipsic

21 year South Nevada County Residents

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to replace parking spaces and maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined

through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 22: Nancy Lichtle (email)

I've read the draft of the proposal for the new bridge for Dog Bar Road crossing the Bear River.

I'm very concerned that the new bridge proposal:

- *Reduces parking by widening the road for two way traffic--with NO SHOULDER FOR PARKING
- *Has no pedestrian sidewalks, even on the bridge itself!
- *OBLITERATES the existing trailhead and staging area for boating
- *Supports traffic moving fast in both directions around blind curves, MAKING IT NEARLY IMPOSSIBLE TO CROSS THE ROAD SAFELY!

The comments on page 63 of the pdf state there is NO EFFECT on recreation and I find that is not true. It will eliminate the small, existing access that is currently there.

Please consider a re-design to address the above points.

Thank you,

Nancy Lichtle

Concerned Homeowner in Nevada County

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as to maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 23: Jeff Litton (two separate emails)

Hi Jessica,

I hope you're doing great. Mr. Scofield suggested we reach out to someone in the Nevada County Planning Department to meet with us this Sunday.

I'd like to invite you to a meetup on April 11th at 10am at Dog Bar bridge.

Since Nevada County has released [their draft study](#) about plans to rebuild the Dog Bar Bear River bridge, and this is the *PERFECT* time to catalyze the discussion for Bear River Park, or Bear River Heritage Park, whatever we want to call it.

We are proposing the old bridge be kept for pedestrian access, and a permanent bathroom facility can be installed on there as well, with easy access for pumping when needed.

We are also proposing a parking area be installed, and this will be an easy task because the current plans are already looking at building a staging area on NID's land on the Placer side. If you look on the map below, the blue cross-hatches show the possible staging area, which could be improved and expanded to provide adequate parking.

In the lower right corner of the image, you can see the Bear River canal, which extends upstream to the miles of trails at Bear River Campground & day use area. So with improved parking, and a short trail to the canal, we could make fast progress towards a nice connecting trail. I haven't walked that spot up to the canal yet, so I don't know how much work would need to be done to create a functioning trail like other canal trails we use like the Red Dog trail in Nevada City or the Litton Trail in Grass Valley.

We're going to put together a meet up for important stakeholders like yourself to get together and discuss possibilities.

Invite list includes:

Jessica Hankins, Nevada County

SYRCL

Karen Hull, NID

Laura Peters, NID

Ed Scofield - Nevada County Supervisor

Cindy Gustafson - Placer County Supervisor

Marnie Mendoza - Colfax Mayor

Zachi Anderson - Forest Trails Alliance, builders of Nevada City Tribute Trail

Josh Alpine - PCWA

Jessica, we would love for you to be there for this exciting visionaries meet-up.

Please let me know if this day works for you. We think it's important to have the meeting on the weekend so that we can demonstrate just how busy this Bear River access point is, and how crucial it is we design it to meet the needs of the communities on both sides of Bear River.

Best wishes!

~ Jeff

To our friends at Nevada County Public Works,

You have been extremely kind for meeting us at the Dog Bar Bridge to work on the new plan. Thank you so much for that, and for updating the Dog Bar crossing. We all agree the existing bridge is not serving the needs of the public at this time and presents hazards that need to be addressed.

The challenge of your bridge project is that it spans the Bear River Dog Bar park, a site which has been used by the community for decades as a park, but it's not a park on paper. There is a trailhead, there is parking, there are beaches, swimming holes, and trails used daily, and the Dog Bar River Park is loved by communities in Nevada and Placer Counties. NC Public works has been tasked with creating a bridge to suit the needs of the community, but those needs exceed the simple vehicle transportation aspects which have been presented in the draft study so far. We need a bridge that works with the existing usage of the Dog Bar crossing, and we need a bridge that will suit the crossing for the decades into an uncertain future. This is extremely challenging, but the community is here to help.

In short, we want the new bridge to be safe for walkers, hikers, bicycles, strollers, and wheelchairs. The new bridge needs bicycle lanes, sidewalks, handrails, and parking spots to account for the ones being removed for the new build.

The new bridge needs to allow for the existing use to continue, not prevent it. The current plans have the bridge going right through 3-4 parking spots currently in use. Because these parking spots will be permanently removed, there should be an effort to replace those parking spots. This can be achieved by reopening the old parking area between the road and the river on the Nevada County side. This old road allowed for ample parking down on the large flat area, and it can be opened again to compensate for the spots that would be destroyed by the new bridge, and it would create a great take-out for boaters.

These are the necessary improvements to accommodate the existing usage, but we should briefly acknowledge the future demands on this bridge could be much greater than the existing demands. This river crossing will likely (and hopefully) become Nevada County's next river park, and this will be a partnership with Placer County and other entities. There is no reason to expect usage of this river crossing to decrease, therefore we should not decrease access to parking spots. Ideally, we should build the new bridge and keep the existing bridge for a community area and pedestrian access. It would require modification to add the hand rails, but we could also add park benches and picnic tables, allowing for an easy viewing area for people with mobility issues to easily access the bridge and enjoy the river view. We also will need to add a pit toilet, and some small garbage cans.

If we look towards the future, it is not difficult to envision this crossing becoming a major contributor to recreation and economy for Colfax and Grass Valley. As seen in my map below, NID owns all the land between the Dog Bar bridge and the Bear River Campground land which is owned by the state. There is an existing fire road on the Placer County side which goes upstream a ways, and could be extended

another mile to reach the Bear River Campground and Day Use Area upstream, which already has over 4 miles of trails. Extending that fire road to the campground could create an emergency access corridor for fighting fires and using the river as a natural fire break with unlimited access to water from the Bear Canal up the hill, or the Bear River. This fire access road (maybe emergency evacuation route?) can otherwise be closed to motorists, but open to recreation, allowing bikers, hikers, mobility challenged, and horse riders the ability to recreate up and down the Bear River, with side trails leading down to the water's edge. People could park at the Dog Bar crossing, hike upriver, and then safely tube down the river to their car. If we look at the big picture, that Bear Canal just up the hill moves a huge volume of water, more than 10x what flows through the river most days. That water sits at an elevation of around 1900 feet, but it is only used for hydroelectricity before it gets to about 1500 feet in elevation. There is talk of building a pipeline from Bear River above Combie Reservoir down to this after-bay where they need the water. If this tunnel were built, it would allow us to send much more water through the river for those 9 miles instead of the Bear Canal, then it's a gravity flow to the need downstream. And it also creates enough water to put in a whitewater park, just like Placer County. We could install some large surfing holes around the Dog Bar crossing, which would allow kayakers and even surfers to surf and do tricks right under the Dog Bar Bridge. If we keep the old bridge, it would be a perfect viewing platform. Colfax and Grass Valley could host Kayaking competitions or festivals, which would bring in more tourism money. With bus parking, you could unload a whole busload of kids to do experiential learning and field trips to try gold panning, or guided hikes with expert naturalists and Native American cultural interpreters. This could create jobs and economic benefit. 20 years from now, we hope to have a contiguous trail stretching from the Pacific Crest Trail to Bear Valley, and down the entire Bear River watershed. These are the plans that existing groups are already investing time and money toward. If that is the future for Bear River & Dog Bar, we need the right bridge to get us there.

Thank you so much for your generous time!

~ Jeff Litton

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Nevada County has also discussed the possibility of parking on NID land on the upstream side of the bridge in Placer County. Their agency is considering the parking. The road on that side is also on NID land and providing access past the gate and beyond for an extended trail is outside the scope of this project.

In regard to further recreational enhancements like pit toilets and kayaking facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 24: Kurt Lorenz (email)

Hello again, Jessica:

Last time we emailed was back and forth over the proposed project to build a new Edwards Crossing Bridge. But today my concern is the design for the new Dog Bar Bridge. The interface of roads and bridges with our rivers is important.

I see the proposed curved bridge, which is clever, but it doesn't have any pedestrian sidewalk? That area on the Bear is a summer play section of river access for folks mainly living in the Meadow Vista - Colfax area, as well as some from southern Nevada County. Otis Wollan's thoughtful comments are making the rounds, as I'm sure you are well aware.

"• Safe parking off the road for river access • Safe pedestrian and bicycle crossing over the new bridge, or retaining the old bridge for pedestrian/bicycle/horse crossing • Trailhead access on both sides of the river, with safe pedestrian access • Safe loading zone at trailheads for beach and picnic gear, boating and mining gear • Staging area for boater takeout"

In my mind a number of these issues are met with zero effort and cost by simply leaving the old bridge in place. Sound familiar? It's Edwards all over again, although the Dog Bar Bridge is not the beautiful span that Edwards is. But the reasons to keep the original Dog Bar Bridge are obvious for both recreation and safety at many levels. Is there room for roadside parking? If it can be developed, it should be for sure. Look at how wonderful the use of the old bridge on Hwy 49 is.

What is Placer County's part in this? Is this only our Planning Department involved? I suspect that the Federal financing for these bridge jobs doesn't include money for the kinds of site specific improvements we might want, but some of these items are small matters and just require the Planning process to make this new bridge a community asset, rather than just a road for cars. Please take a hard look at how this project can improve things on the Bear for the folks that make lifelong use of the river there.

Thank you -

Kurt Lorenz

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to replace parking spaces, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Nevada County is in communication with Placer County regarding the project, as well as recreational concerns and needs. That communication will continue beyond this project to discuss such concerns and needs and coordinate potential future improvements, which are outside the scope of this project as well as outside the County's jurisdiction as NID owns the surrounding land.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 25: John McCall (email)

To whom it may concern,

I'd like to voice my opposition to the current plan for replacing the bridge over the Bear River at Dog Bar Road. It is a site I know well, both as a recreational user and a volunteer doing river cleanup. While I understand the need for a replacement, I believe the current proposal goes too far in prioritizing the flow of motor vehicle traffic over the needs of pedestrians, cyclists, and river users.

I believe any serious proposal to replace this bridge must make it easier and safer for pedestrians and cyclists to cross the river (and the road itself); this proposal does the opposite. A good replacement would also at least maintain, and preferably enhance, parking and access to the river for safe and healthy outdoor recreation; again, this proposal does the opposite.

I understand the need to upgrade or replace this bridge; however, this is not the way to do it.

Thank you,

John McCall

Newcastle, CA

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to replace parking spaces, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 26: Nevada Irrigation District (NID) (email)

Hi Jessica,

Thank you for the opportunity to review the subject documents. NID staff reviewed the documents provided and has the following comments for your file:

- The proposed bridge is located on NID owned lands per Nevada County documents: 143 Deeds 429 and 2 OR 445, and Placer County document: 2018-34292.
- Temporary Easements will not be adequate; permanent easements will be required.
- The identified project is within the Centennial Water Supply project inundation area.

If you have any questions, please feel free to contact me.

Sincerely,

Shannon Wood

Business Services Technician

Nevada Irrigation District

Response to Comment

Thank you for your comments.

Nevada County is aware of the potential dam and inundation area. The right-of-way process will commence after the environmental document is finalized to acquire the necessary temporary construction easements and permanent easements with NID.

Comment 27: Jeff O'Mealy (email)

Hi Jessica,

I have recently heard about the proposal to replace the old Dog Bar Bridge with a new one. Wow, great idea and so long overdue.

That said, I wanted to be sure to make my feelings known about how much I enjoy this crossing area of the Bear River. Over the years I've spent a great deal of time in and along the river, either picnicking, swimming, prospecting or hiking the shoreline nearby. All made possible by being able to park alongside the roadway and safely access the river from the Dog Bar Road wayside. I want this special spot to always be available to me and my grandkids.

I'm asking you to please do whatever is possible to ensure that recreational access to the river is always kept in mind, even as we progress forward in our safe handling of motorized traffic these days. For years I have traveled over this bridge and have always known it was not long for this world. I don't know what provisions the state or county has designed for preserving recreational access, but it is very important to do so. Not only just to me and my family, but to many, many others as well.

Please make certain that safe public access to the shoreline, water and trails on each side of the river are always a part of any plan for making the Dog Bar crossing better.

Thank you so much for being my messenger.

Best,

Jeff

Jeff O'Mealy

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 28: Mia Rice-Stone (email)

Dear Jessica:

I just read the proposed Dog Bar Bridge replacement.

What about the bridge over the canal just down the road on the Placer County side that rarely goes 3 weeks before being hit? It causes much more vehicle damage than the river crossing bridge does. I'm sure that the total cost of all the repairs has exceeded the cost of fixing the crazy angles on that bridge.

I've discussed this issue many times with the repair personnel and their supervisors over the last 27 years to no avail even though they all agree with me that it is an ongoing hazard.

I live between the 2 bridges so am quite familiar with all the trucks and RV's getting wedged and damaged.

I've also tried without success to find someone in Placer County Government who will contact Google and Waze to have them put a bridge warning on their maps. They both told me they will only listen to a County employee, not me-I've tried.

Any help you can offer would be greatly appreciated by not only me, but the increased stream of traffic that flows over the bridges.

It doesn't make sense to fix the bridge only to have the bigger vehicles (and bad drivers) smacking the canal bridge. The owners of Meadow Vista Auto care told me that 10% of their business was from those 2 bridges, but mostly from the canal.

Thanks,
Mia Rice-Stone
Sent from my iPhone

Response to Comment

Thank you for your comments.

Nevada County will share these comments regarding the canal bridge (the canal is currently owned by PG&E) with Placer County and the Nevada Irrigation District (NID). Placer County and NID are aware of the canal bridge limitations, but that location is outside of this project scope and Nevada County's jurisdiction.

Comment 29: Barbara Rivenes (email)

Greetings,

I would like to applaud Nevada County's initiative in obtaining funding for the Dog Bar Bridge replacement. This a very positive project and will be a hugely popular project providing safety for motorists and visitors. But user concerns about the removal of current parking, trails and other user friendly amenities are missing from the proposal. I am assuming that the county is well aware of these shortcomings and has a wish list of those additions for the future. Below are some to consider for perhaps alternate funding.

Future needs list:

Safe parking off the road for river access

- Safe pedestrian and bicycle crossing over the new bridge, or retaining the old bridge for pedestrian/bicycle/horse crossing
- Trailhead access on both sides of the river, with safe pedestrian access
- Safe loading zone at trailheads for beach and picnic gear, boating and mining gear
- Staging area for boater takeout

Thank you to you and your colleagues for taking the initiative and finding the way to build a much needed new bridge. Please be aware that a truly satisfactory outcome when all (or most) of the Needs list are met.

Most sincerely,

Barbara Rivenes

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 30: Ina Sarradet (email)

Dear Mrs. Hankins,

I am delighted to hear that this bridge is going to be replaced. I would also like to see recreational opportunities there enhanced or at least maintained:

- Safe parking off the road for river access
- Trailhead access on both sides of the river

Thank you for your consideration,

Ina Sarradet

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 31: Christine Shafer (email)

We need the new bridge! As it stands, it is an unsafe area for drivers and pedestrians.
Is this a precursor to the centennial dam project?
I hope it is- our area is in desperate need for fire protection!

Christine Shafer, Realtor
Lyon Real Estate

Response to Comment

Thank you for your comments.

This project is funded by the Federal Highway Bridge Program (HBP) and is in no way associated with the Centennial Dam project. The comment is noted regarding emergency and fire services in relation to the proposed Dog Bar Road Bridge.

Comment 32: Darren Sherer (email)

Good Morning Jessica,

This occurs to be a very selfish move by the county in which I live to limit others and myself access to the Bear River through an avenue that has existed since the road and bridge inception.

Please take the time to read the responses that you receive from other members of our community and let them weigh on this decision before acting.

Best Regards.

--

Cheers,

Darren Sherer

General Manager

IH Parts America Inc

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Comment 33: Kent Stafford (email)

Hi Jessica,

I just received and reviewed the Public Notice regarding the new bridge. I also reviewed all the information on this website including the embedded report:

https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fdokkenbridges.com%2fnevada-county%2fdog-bar-road-over-bear-river.html&c=E,1,LcbRa9ijnjd4C6gpAQJwrsvztk2D7p8vu6XCZcKAXUu6IYAp9vA9Y4E40cyue4gb_NftIH-BdlUoHK7yr6tC6dY9qYTzs4YwmoYCPVem8WH5PO&typo=1

My feedback is, great, the new bridge is long overdue. I have zero objections to the plan.

I do, however, have two questions:

1) What do you know about the bridge that crosses the PG&E/NID canal which is just East of the new bridge? It is just as bad if not worse than the one you are planning to replace. Replacing one bridge without the other is a complete waste of dollars. Are there plans to replace the bridge over the canal as well?

2) What is NID's current plans with regards to the Centennial Reservoir? It would be a shame to build a replacement bridge just to have it be under water in 5 to 10 years. Do you know if NID has given up on their plans for the reservoir? Just curious.

Thanks much,

Kent Stafford

Response to Comment

Thank you for your comments.

Nevada County, Placer County, and NID are aware of the canal bridge and approaching roadway limitations. Nevada County will share the comments received regarding the canal bridge (the canal is currently owned by PG&E) with Placer County and NID, but that location is outside of this project scope and Nevada County's jurisdiction.

NID is still exploring the feasibility of a dam and no conclusions have been made at this time. The Dog Bar Road Bridge project is in need of replacement and funded by the Federal Highway Bridge Program (HBP). Caltrans and Nevada County have made the decision to move forward with plans to replace the bridge since there is currently no approved plan for the dam.

Comment 34: Dianna Suarez (email)

Hello Jessica, My name is Dianna Suarez. I live near Bear River Park in Colfax, Placer County. I would like to offer some input for the CEQA Document for the Dog Bar Bridge Replacement.

- There is a public need for increased access to Bear River at the Dog Bar Bridge Crossing. The increasing demand for river recreation has resulted in a problem with parking availability on Dog Bar Road, creating a serious safety hazard. More recently it seems that parking on the Nevada County side has been diminished. There is far more demand for parking for river access than is currently available, causing problems with traffic flow. Please substantially increase parking along Dog Bar Road near Bear River.
- Vehicle parking along Dog Bar Road near the bridge on the Placer County side also needs to be increased.
- This area is heavily used, and the obstruction to traffic due to recreational use is greater than simply the two lane bridge. The narrow roadway makes safe parking almost impossible for more than a handful of cars. This results in significant public safety concerns. Until the late 1970's, the NID land on the north side of the bridge was available for parking, which reduced the traffic constriction problem. This area should be re-opened.
- The impacts to existing recreational opportunities are substantial in contrast to what is stated in your CEQA document. Please provide a sidewalk on the new bridge for pedestrian crossing. Please leave the old bridge standing and work with Placer County for upgrade and maintenance costs. This will feed into future planning for a long distance and extensive trail system along Bear River.
- The project should be addressing wider public interests--- recreation, fire safety, transit safety, etc. It is also a well-known boating take-out. All these issues should be addressed. And none of these opportunities should be diminished due to the new bridge. While the transportation funds may not pay for these eventualities, leaving opportunities for expansion of parking areas by leaving staging areas in place, and replacing trailheads, kayak egress, and trails must be part of "no impact".
- The area upstream of the existing bridge is a well-used recreational site with several beaches, and is the trailhead to "duck rock" which is the renown diving rock and pool upstream. Replace the existing trailhead and create a connecting trail for both upstream and downstream destinations.
- Additionally there are long term opportunities to potentially expand the public owned lands along Bear River. Because of the property acquisition in Bear River Canyon by the NID Special District, there are large parcels of public land on both sides of the Dog Bar Bridge. Future opportunities for public open spaces and developed recreation lands exist on both sides of the road. These lands will need road access.

Thank you for the opportunity to comment. If you have questions or would like maps and additional information, I can be reached at this email. Best wishes, Dianna Suarez

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging areas, boater takeout facilities, improved roads and trails upstream or downstream, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 35: Laurie Sweeney (email)

Please consider recreational access to the river and trail staging areas in your project design.

As a 40 year resident in this area, this aspect of the bridge is of great importance to me.

Thank you,

Laurie Sweeney

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Comment 36: Carey and Tim Sweet (email)

Hello Ms. Hankins,

The information about the bridge replacement is actually surprising, as a much better option was provided by NID's plan to build a new bridge crossing downstream from the existing bridge. It was a beautiful bridge crossing that would come off of Magnolia Road, offering more efficient access to Hwy. 80 for the Southern Nevada County residents. As residents of this neighborhood for 38 years (we live one mile from the bridge on Dog Bar Rd.) we definitely have seen the impact of increased traffic over the years in our area. To note, there are no viable road crossings at this time from Southern Nevada county to Hwy. 80 and it causes everyone to overuse Dog Bar Road.

The one other main thing that isn't being addressed by this project is the flume crossing about 1/2 mile from the Dog Bar bridge. It is on the Placer county side but is a huge problem and will continue to be if not addressed as part of this project. The reason being, many large trucks and vehicles with trailers, let alone people who are just following Google Maps, end up meeting head on there, causing all sorts of backups accidents. We have witnessed many large trucks who make it over the bridge then get stuck at the tight corner of the one lane flume bridge, tearing off the safety railing almost monthly. We have witnessed some rather violent altercations because of the right of way issues the tiny little flume crossing causes. We implore the council on this project to seriously consider these facts and coordinate an effort with Placer County to remedy the transportation problem in these areas.

Sincerely,

Carey and Tim Sweet

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative. This project is funded by the Federal Highway Bridge Program (HBP) and authorized at this location through Caltrans.

Nevada County, Placer County, and NID are aware of the canal bridge and approaching roadway limitations. Nevada County will share the comments received regarding the canal bridge (the canal is currently owned by PG&E) with Placer County and NID, but that location is outside of this project scope and Nevada County's jurisdiction.

Comment 37: South Yuba River Citizens League (SYRCL) (email with PDF attachment)

Hi Jessica,

Please find attached comments on the draft IS/MND for the Dog Bar Bridge Replacement Project on behalf of the South Yuba River Citizens League (SYRCL). Thank you again for reaching out to SYRCL, providing the opportunity to comment, and all your work on these important projects in our community.

Please reach out directly to Melinda if you have any further questions or concerns moving forward.

Best,

Ashley Overhouse, J.D., LL.M.

River Policy Manager

South Yuba River Citizens League (SYRCL)



SOUTH YUBA RIVER CITIZENS LEAGUE

April 26, 2021

Jessica Hankins, Project Manager
Nevada County Department of Public Works
950 Maidu Avenue, Suite 170
Nevada City, CA 95959

Re: Nevada County Dog Bar Bridge Replacement Project Draft Initial Study and Proposed Mitigated Negative Declaration Comments

Dear Ms. Hankins:

The South Yuba River Citizens League (SYRCL) respectfully submit comments and recommendations for the environmental review process in response to the draft Initial Study (IS) with proposed Mitigated Negative Declaration (MND) by Nevada County (County) for the Dog Bar Bridge Replacement Project (Project) as required by the California Environmental Quality Act (CEQA). We request that these comments be received regarding the substance and process of the environmental review process, and the scope of the resulting final MND document as compliant with CEQA.

Overall, SYRCL thanks the County for pursuing this Project and hopes that the subsequent environmental review is robust and protective of the Bear River.

Introduction

SYRCL was founded in 1983 by grassroots activists determined to protect the South Yuba River from dams. Ultimately, SYRCL won permanent protections for 39 miles of the South Yuba River under California's Wild and Scenic Rivers Act.¹ Today, SYRCL is the central hub of community activism to protect, restore, and celebrate the Yuba River watershed. With 38 years of achievements, 3,500 members and 1,300 active volunteers, SYRCL is doing great things for the Yuba River watershed. Some of our work includes restoring wild salmon populations, meadow restoration, and inspiring activism across the globe with our environmental film festival.

SYRCL's mission is to unite the community to protect and restore the Yuba River watershed. As part of that mission, SYRCL is dedicated to tracking, engaging and taking positions as needed in public policy, planning, and collaborative processes that impact the Yuba River watershed.² We participate in the environmental review process of the Dog Bar Bridge Project to fulfill that mission.

¹ Public Resources Code § 5093.50 et seq.

² See SYRCL's Strategic Plan 2019-2023, River Advocacy: General, Objective 1.1, p. 17.

Additionally, SYRCL also recognizes that the State’s Bridge Inspection Report and Structure Inventory and Appraisal Report found the bridge structurally deficient, thus requiring a replacement bridge. SYRCL believes that the bridge replacement project is necessary for this community, and thanks the County for moving forward this important Project to increase safety for Bear River community residents.

Impacts on Recreational Use of Dog Bar Bridge Crossing

SYRCL has watched the Bear River become a more and more popular place for recreation in recent years, much like the Yuba River. Areas such as Dog Bar Bridge face what’s called “the tragedy of the commons” due a patchwork of land ownership in the Sierra Foothills.³

Additionally, Dog Bar Bridge is one of the most heavily used recreational access points on the Bear River. It is normal to experience impacts such as cars parked on the road, causing traffic safety problems and pedestrian traffic concerns on a daily basis. These problems were exacerbated due to increased usage during the COVID-19 pandemic for most of this past year.

The draft IS states that the Project would have “no impact on parks or recreational facilities”⁴ and therefore the County proposes no environmental mitigation. This conclusion does not reflect the reality of use at the Dog Bar Bridge crossing. While Dog Bar Bridge is not part of a formal Park or recreational facility, the Project would still cause substantial recreation impacts during and after construction. One of the most concerning is the elimination of parking and access to two different trailheads as part of the new Project design. These impacts must be considered and properly mitigated as legally required in the final MND.

SYRCL therefore requests the County consider addressing recreation impacts and anticipate future uses of the Project in the final MND document. At a minimum, projections should be made to estimate future site use as visitation increases. Ideally, this Project provides the County a unique opportunity to:

- Incorporate safe parking off the road for river access,
- Incorporate safe pedestrian and bicycle crossing over the new bridge, or alternatively retain the old bridge for pedestrian/bicycle/horse crossing,
- Preserve trailhead access on both sides of the river, with safe pedestrian access, and
- Ensure safe loading and staging zones at trailheads for recreational activities such as swimming, tubing, boating, and hiking.

This Project gives the County a unique opportunity to examine those impacts and mitigate the harms by implementing a multi-agency site plan that incorporates the new replacement bridge in addition to addressing impacts to recreation, parking, restrooms and overall safety concerns for the Dog Bar Bridge site.

³ Hardin, G. (1968). The Tragedy of the Commons. Science, 162, 1243-1248.

⁴ Impact Statement (IS), draft Mitigated Negative Declaration, p. 54.

Conclusion

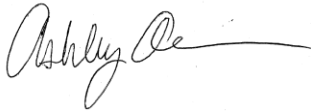
In closing, we appreciate the County's attention to needed infrastructure upgrades and dedication to the environmental review of this Project. This community needs a thorough evaluation of overarching environmental impacts from the Dog Bar Bridge Replacement project.

We welcome the opportunity to collaborate during the environmental review period. For coordination, clarification or discussion of any matters raised in this letter, please do not hesitate to contact our Executive Director, Melinda Booth.

Sincerely,

A handwritten signature in blue ink that reads "Melinda Booth".

Melinda Booth
Executive Director
melinda@yubariver.org

A handwritten signature in black ink that reads "Ashley Overhouse".

Ashley Overhouse
River Policy Manager
ashley@yubariver.org

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and a multi-agency site plan, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency. Nevada County is in communication with Placer County regarding the overall project and recreational concerns and needs. That communication will continue beyond this project to discuss such concerns and needs and the potential for future improvements while also coordinating with NID.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 38: Kenneth Underwood (email)

Dear Ms. Hankins,

I would like to make the following comments on the Dog Bar Bridge project. Overall I applaud the plan to replace the Dog Bar one-lane bridge. Two lanes and easier entry onto the bridge will make passage safer.

It is wise that you are putting the new bridge in the same location. It will cause less disruption to the land and the river than diverting the road to a different location. Also it should cost less than taking private property by eminent domain.

If you are proposing this project, does that mean the NID Centennial Dam project is dead for the foreseeable future? If not, the proposed bridge could end up under 100 feet of water in the future. I think the public should be given assurances that plans for the dam will forever be canceled before this bridge project is approved.

38A

Now a few concerns with the plan:

Will the width of the new bridge allow for a walkway across on one or both sides? Please add this if not. Runners and bikers use Dog Bar road too, so a bike lane/walkway is essential.

It is not true that there will be no recreation impact. Even though there is no official recreation area, many people use this spot for access to the river. People will still come here to use the river, even with a new bridge.

There are hiking trails on the north side and south side of the bridge, both accessed from the banks on each side of the existing bridge. Rafters and kayakers use the bridge as an entry and exit point. It appears in the plan that the access points will be blocked by buttresses on each end of the new bridge. The plan should include places for continued access to the existing trails.

38B

Parking is already a problem, especially on weekends. The one current area for parking only accommodates two or three cars (and that area will be lost to the broader entrance to the new bridge), so people park in the turnouts and on the edge of the road, and then walk in the road to get to the trails. This is dangerous. The plan should include consideration for parking.

The plan creates temporary staging areas on both sides of the river for construction vehicles and equipment. These staging areas should be made permanent (and enlarged) in the final configuration, to be available for parking.

I have saved the biggest concern for last:

The plan doesn't solve the real traffic problem. This whole stretch of Dog Bar Road between Magnolia and Placer Hills is not safe. It is narrow and winding, with no shoulder and steep drop-offs, and no center line. Large trucks and trailers cannot negotiate the turns without crossing the "center line", putting oncoming traffic in peril.

The new two-lane bridge will allow large trucks and trailers to maneuver better over the river, but the one-lane NID canal bridge will still cause problems.

The canal bridge has a blind entry in both directions: you cannot see if there is oncoming traffic entering the bridge from the other side, until you are already on the bridge, forcing one vehicle to back up so the other can pass.

38C

In addition the entry to the canal bridge from the west side is even sharper than the current Bear River bridge entries. Trucks and trailers get stuck there all the time. The guard rail has to be replaced at least once a month when vehicles don't take the turn wide enough. Also once stuck it is almost impossible to get unstuck, and traffic is forced to detour to Hwy 174 or Hwy 49.

Until the NID canal bridge (and entry) is replaced with a two-lane bridge, big vehicles should still be banned from this stretch of Dog Bar Road. Solving the problems at the river will not help unless the problems at the canal are also fixed.

Thank you for your hard work and for considering these issues.

Sincerely,

Kenneth Underwood

Response to Comment 38A

Thank you for your comments.

NID is still exploring the feasibility of a dam and no conclusions have been made at this time. This project is in need of replacement and funded by the Federal Highway Bridge Program (HBP). Caltrans and Nevada County have made the decision to move forward with plans to replace the bridge since there is currently no approved plan for the dam.

Response to Comment 38B

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Response to Comment 38C

Nevada County, Placer County, and NID are aware of the canal bridge and approaching roadway limitations. Nevada County will share the comments received regarding the canal bridge (the canal is currently owned by PG&E) with Placer County and NID, but that location is outside of this project scope and Nevada County’s jurisdiction.

Comment 39: William Wauters (email)

As a greater Auburn area resident since 1949 and a landowner resident in Clipper Gap since 1973, I want to go on record that the Dog Bar area was ALWAYS a Recreation Area that I have used for decades, including rafting.

To state that it is not a recreation area is totally false, but was what NID management wanted to and tried to shut down with their closures. A pedestrian , bike and horse separate bridge need to be placed there similar to the Iowa Hill bridge redo.

This is a navigable river I have run from Ben Taylor to Combie as well using as a take-out spot.

Trails being used now and future upgrades will be blocked by the current Not Well Researched Preliminary Plan.

With this factual public outcry, it seems both counties will deserve multiple lawsuits and liability exposure risks if it is built as shown.

Thank you,

William Wauters;

Former Board Member of the Auburn Area Recreation District.

(Which also includes Meadow Vista)

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 40: Otis Wollan (email with PDF attachment)

Hi Jessica,

I've just completed a draft of comments to the Neg Dec on the Dog Bar Bridge project. I'd love to have a conversation about some of these ideas, as I really want to see the project move forward... but have some concerns. As a long term resident of over 50 years, I am quite familiar with that very situation. If you could review my draft, I'd love to better understand the constraints you no doubt have and would like to make sure what I am suggesting is within the realm of feasibility. Thanks in advance for your consideration.

COMMENTS TO THE DRAFT INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION OF THE DOG BAR ROAD BRIDGE REPLACEMENT PROJECT

Dog Bar is one of the most heavily used recreational access points on the Bear River. Every day for most of the year, cars vie for parking spaces along the road, causing traffic safety problems and pedestrian safety problems.

The Draft Initial Study mistakenly states that the project would have “no impact on parks or recreational facilities.” While it is technically true that this area is not a formal park or recreational facility, the facts of the situation are quite different. The project is rurally located, and for many decades has been and is currently a very popular and widely used and recognized “informal” park. It has constantly used trails and beaches along the river, and the present Dog Bar bridge is the “take out” for a Class II river run between the Bear River Campground and Dog Bar.

The Draft Initial Study should recognize the existing uses, and accommodate not just the present “facilities” such as the trailhead/staging area at the north end of the existing Dog Bar bridge, but it must recognize the present safety problems and mitigate those problems by providing safe access to the trail and river, and a safe way to provide for a river “take out”.

The existing staging area and trailhead at the north side of the bridge has parking/loading area for only 2-3 cars, and is overrun virtually every day from Spring through Fall. Pedestrian access to the trail is made only slightly safe because all vehicles have to make a 90 degree turn onto the one lane bridge, which means the vehicle speeds are well under 5 MPH.

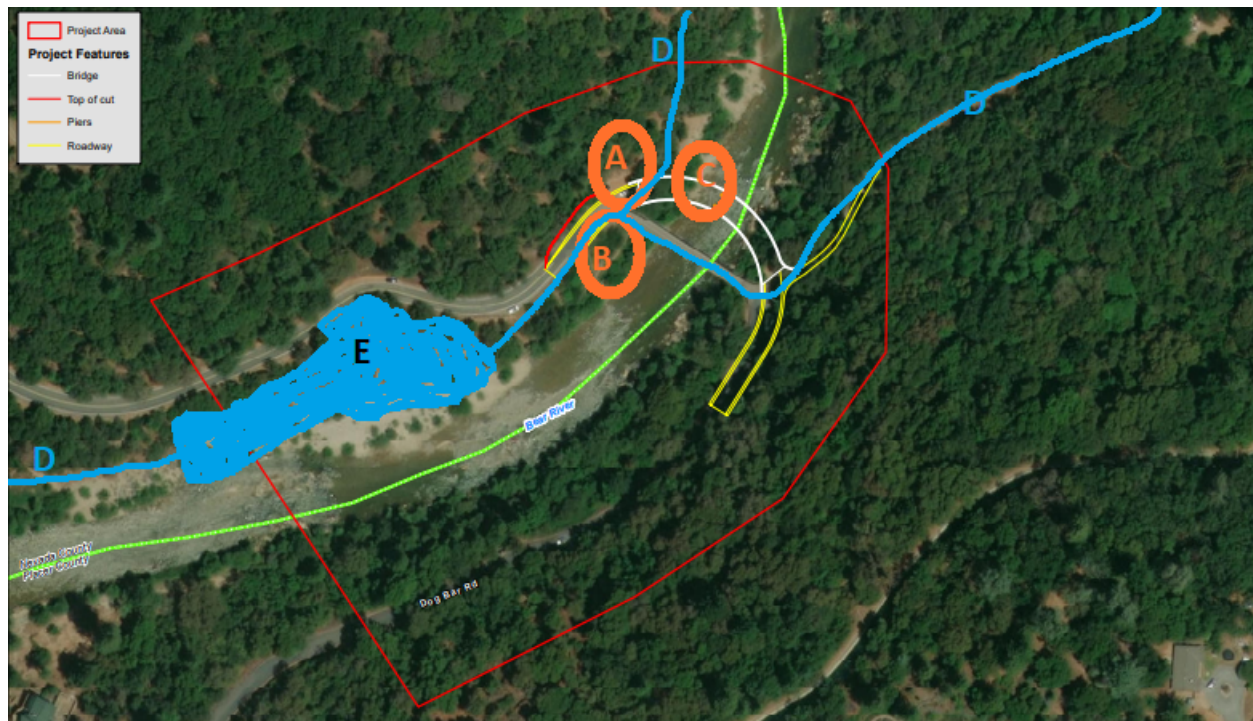
The proposed project would obliterate the trailheads going up river and down river on the north side of the bridge, and would obliterate the staging area currently used by boaters and miners. The proposed new bridge would allow increased speeds likely exceeding 25 MPH with two lanes. This would be a disaster in the making for pedestrians.

The proposed project would obliterate the currently most often used beach for boat take-out that has access to the trailhead/staging area. These impacts need to be acknowledged and mitigated, even though they may not be codified in an institutionally operated park/recreational facility.

Fortunately, there are significant opportunities to mitigate this situation. These comments will include ideas for creatively solving the existing problems at minimal additional expense. These possible features include:

- Retaining the existing bridge after construction of the new vehicle bridge for use as a pedestrian/bike/horse crossing that links trails on the north and south side of the river.
- Replacing the existing trailhead and staging area with a new river takeout at the existing beach downstream of the bridge, with trail access from the beach to the old bridge.
- Increase parking capacity off Dog Bar Road, and provide for loading zones for hikers, picnickers and boaters.
- Acknowledge that it is not just existing uses, but future increased use that will need to be anticipated. The trend of increased use is completely obvious to locals who experience the traffic safety problems due to parking along the road that is exacerbated every year from increased use.

Acknowledging Existing Uses and Impacts to Existing Uses



A= the proposed bridge will eliminate the trailhead/staging area on the north of the existing bridge, which includes the only off main road parking places. This is where the well known trail begins to upstream pools and diving rocks, known locally as Duck Rock. The trail connects to the Bear River Park upstream.

B=The upstream and downstream trails on the north side are currently connected only by walking along and then crossing Dog Bar to the trailhead. Current vehicle speed is below 5 mph due to the 90 degree turn onto the one lane bridge. New bridge traffic speeds will make this connection unsafe and unusable.

C=The proposed bridge is directly on top of one of the few small beaches on the upstream side of the existing bridge, which is the current take-out for kayaks and rafts in order to have access to the staging area on Dog Bar at the edge of the existing bridge. The boating access will be obliterated by the project.

The current levels of recreational users on summer weekends reaches hundreds per day, and this usage will be essentially destroyed as the only staging area and trailhead will be obliterated. Any pedestrian use of these existing access points will be either blocked entirely or will be made wholly unsafe by the greater vehicle speeds allowed by the new project.

Anticipating Future Uses

D=A proposed Bear River Watershed Trail will have a major hub at Dog Bar. This trail upstream on the both sides of the river will link with the Bear River Campground. The trail downstream will link end at Rutherford Road in Nevada County where it crosses Bear River and joins with Combie Road in Placer County. This public road crossing was in the past open to vehicle traffic, and is two lanes in both Placer and Nevada Counties. It is currently blocked due to industrial gravel mining, but is anticipated to re-open

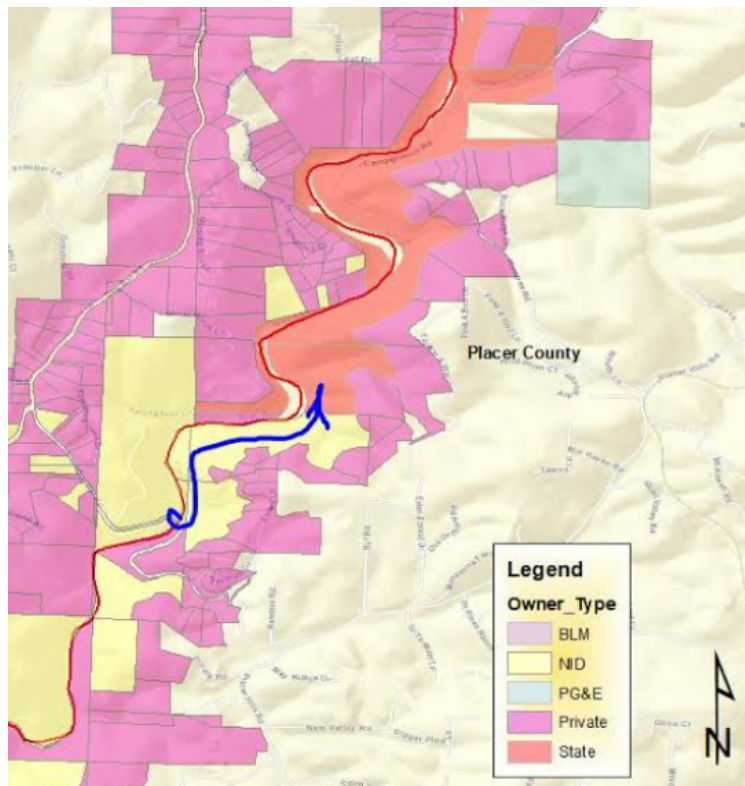
river access to the public as recreational demand increases and industrial facilities in premier rural living areas are decommissioned and are restored.

E=This is a future parking and river access point. Demand for increased river access and trails will again make this a public use area with sanitation facilities. Until the 1970's, there was an access road from Dog Bar to the beach and at that time informal campground on the downstream side of Dog Bar Bridge. Parking and camping was available until after the infamous 1971 "Sickle Bar Slayings" at this site, the site was blocked off. In my first several years living on Wolf Road in Nevada County, I regularly used this area for parking while hiking and floating the river. See the story commemorating the 40th anniversary of this tragic event that changed the uses of this stretch of the Bear River.

<https://goldcountrymedia.com/news/46243/media-life-sickle-slayer-shattered-peace-of-summer-of-1971/>

The future uses of the Bear River are very easy to anticipate. Simply look at the usage of the Hidden Falls park in Placer County, or the usage pressures on the Yuba River north of Nevada City/Grass Valley. The increased demand for recreation in this area has been profiled in the planning processes for Placer County in the Placer County Parks and Trails Master Plan. The increased use of the Bear River Campground clearly indicates this reach of the Bear River is also seeing strong growth in recreation demand.

Clearly there are partners that will enhance and create a formalized park at Dog Bar in the future. The facilities will necessarily be on both sides of the river. Nevada Irrigation District (NID) is also a partner in this recreational planning for the future. All of the land in question for this project is owned by Nevada Irrigation District, as indicated in the Map below. Further, the flows in the Bear River are due to irrigation water supply released from Rollins Reservoir by NID. This water flows into Combie Reservoir, where it is distributed by means of canals on both the Placer and Nevada County sides of the River. Were it not for these flows, Bear River would not be a recreational attraction, as it has a very small watershed in the Sierra Nevada, and would be dry for most of the summer.



The following two maps show how the planned impacts of the project might be altered to mitigate for the impacts of the project. The overall theme here is not to oppose the project, as the proposed new Dog Bar Bridge is a much needed improvement for many reasons. The intention here is to modify the construction elements to mitigate the impacts at a reasonable cost, and perhaps even at a savings in the construction budget (due to not destructing the old bridge, but repurposing it for recreational access). The first map shows the project elements, and the second map indicates the proposed modifications/mitigations:





First principle: the existing Dog Bar bridge will not be demolished after construction of the new bridge, but will be left in place and re-purposed for recreational use and pedestrian/bike/horse access. It will be the connector for the Bear River Watershed Trail, and serve as the staging area for boaters/picnicers/etc. The following modifications to the construction plan are based on keeping this old bridge in place:

A=A trail from the north end of the bridge down to the beach downstream. This short trail should be off the pavement of Dog Bar. Presently, all hikers have to walk along the existing Dog Bar Road to continue from upstream to downstream on the North side of the river. The new bridge will accommodate vehicle speeds that make it an absolute need to keep pedestrians/horses off Dog Bar Road.

B=This is a constructed trail beneath the new and old bridges that connect the upstream and downstream trails on the north side. This will allow users of the popular upstream trail to connect with the beach downstream and then use the new trail segment A to access the old bridge crossing of the river.

C=This is the re-opening of the parking area and campground that was available before 1971. This could be a future facility, and does not necessarily have to be part of the mitigations in its entirety at this time. It is more likely a responsibility of the two counties and NID to make the campground and sanitation improvements apart from the bridge project. However, improving access to this downstream beach area

mitigates for the likely destruction of the two beach spots upstream of the bridge which have been used not just by swimmers but by boaters as the takeout area, and also will mitigate the loss of parking.

D=This area on the south side of the old bridge should be used as a loading zone for vehicle access to the old bridge. This staging area would mitigate for the existing staging area on the north side of the bridge which will be obliterated. It is an area that is noted on the project construction map as “fill” zone; this fill zone could be made to accommodate several vehicles temporarily for staging. Looking to the future, the Dog Bar area will also become a boater put-in as the public roads of Rutherford and Combie are re-opened to public river access, as this is also a very high use potential Class II river run.

E=This is currently a parking area for two to three cars. Construction map shows this will be a staging area, and should be left after construction as an area for increased parking, mitigating for the parking that will be obliterated at the old bridge site.

F=This area is noted as a construction staging site on the Placer County side, and should be left as a parking area to reduce parking along Dog Bar Road.

G=This is the existing beach area. Because it is a cobble beach formed by high water, there may be little improvement that can be made. But this area with the access increased from trail **A** and parking access area **C** will mitigate for the lost beaches due directly to the construction of the new bridge.

When the current uses, historical uses, and future uses of this area are understood, it is absolutely clear that this project is wrongly portrayed in the draft study as having “no impact”. The impacts to recreation are major. Yet, if the project is mindful of opportunities that are inherent in the project, these major impacts can be mitigated by the suggestions above, at a cost equal to or below the presently proposed construction cost.

Response to Comment 40A (page 1 of 6)

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater take-out, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency. Nevada County is in communication with Placer County regarding the overall project and recreational concerns and needs. That communication will continue beyond this project to discuss such concerns and needs and the potential for future improvements while also coordinating with NID.

Response to Comment 40B (pages 2 and 3 of 6)

In regard to the locations pointed out on the map.

A= The project design will maintain access to the existing trailhead. That specific area may also accommodate parking, however, that will be determined through discussion with NID and during final design.

B= The County is working with the Nevada Irrigation District (NID) to provide replacement parking, as well as maintain access to trails leading down to the river. The trail at that location will be maintained. However, with the new bridge it may be safer to use a trail further downstream up to the road and over to the area indicated with an 'A.'

C= Piers for the new bridge will not impede the beach area underneath at the river level. Nevada County and NID is aware of recreational usage on NID land and the current speeds along the road. The project is funded by the Federal Highway Bridge Program (HBP) and must include a two-lane bridge to meet the project purpose and need. The existing roadway approaches to the bridge will be the same, however the curve radius will increase design speed to 24 MPH.

D= The road upstream on the Placer County side and the trails upstream and downstream on both sides would clearly see further usage with the Bear River Watershed Trail; however, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

E= Nevada County understands the demand and likely increase in recreational usage and the trails that lead down to the river will not be altered due to the project, but again, Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

Nevada County is in communication with Placer County and NID and will continue that communication beyond the bridge project to discuss current and future recreational issues and demands.

Response to Comment 40C (pages 4 – 6 of 6)

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place due to maintenance costs and improvements beyond the scope of this project.

A= This trail will be kept in place. Nevada County and Dokken, the engineering consultant, are exploring options to keep part of the pad above the existing abutment that could be used to inflate or deflate a raft before going down to the river. However, the access point that currently exists 'A' of the previous map is thought to be a safer access point.

B= This trail will be accessible and unimpeded by the new bridge. As stated above the existing bridge will not be kept in place.

C= This area will not be modified and improvements or enhancements to the area are outside of the scope of this project and Nevada County's jurisdiction.

D= Improvements to potential staging areas and parking will be determined during final design and in coordination with NID. These comments will be shared with Placer County to discuss potential future improvements.

E= Nevada County is working with NID to provide parking along the road and approval to maintain the staging area for parking after the project is completed. Other parking spaces along the road are also being vetted.

F= Nevada County has discussed the possibility of parking on NID land on the upstream side of the bridge in Placer County. Their agency is considering the parking. The road is also on NID land and providing access past the gate and beyond for an extended trail is outside the scope of this project.

G= This area will be unmodified and any changes to the area are beyond the scope of this project and not cleared within the Initial Study.

Response to Comment 40D (page 6 of 6)

Nevada County understands and does not dispute the current and future recreational uses and demands, but the area is not a designated park and is on NID owned land. The County will cooperate with NID and Placer County to consider future accommodations that could provide additional parking and trail access. Further recreational improvements and enhancements are outside the scope of this project and the jurisdiction of Nevada County.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make

accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”

Comment 41: Harry Wyeth (email)

I am fully in support of building a new Bear River Bridge on Dog Bar Road, but have concerns that the County should consider;

The main problem has to do with recreational access to the river. At present it is very informal and depends on recreational users finding parking spaces near the bridge. This is a perfect time to correct this problem, and the plans for the bridge should be amended to allow for parking areas, for pedestrian crossing of the new bridge, and for pathways down to the river. It doesn't have to be fancy or expensive, but at present it seems that these common sense features are missing.

Let's get the bridge built, but with recreation-positive changes to the plans.

HARRY WYETH
Grass Valley

Response to Comment

Thank you for your comments.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read "Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design." And continued under Findings...

"The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed."

Comment 42: Jan and Gary Zimmerman (email with PDF attachment)

Email Comments on Dog Bar Replacement Bridge

Comments attached as a 3-page pdf file.

Date: April 24, 2021

From: Jan & Gary Zimmerman

Nevada City, California

COMMENTS: NEVADA COUNTY, PROPOSED DOG BAR BRIDGE REPLACEMENT

TO: NEVADA COUNTY PLANNING DEPARTMENT, Nevada City, California
Jessica Hankins @ Jessica.Hankins@co.nevada.ca.us (530) 265-1254

DATE: April 24, 2021

RE: PROPOSED DOG BAR BRIDGE REPLACEMENT

FROM: Jan & Gary Zimmerman, Nevada City, California (by email)

COMMENTS:

1. **OVERALL COMMENT** → The Dog Bar Replacement is **NEEDED** and **MUST BE DESIGNED** to **INCLUDE RECREATIONAL USES** at the popular recreation site.
2. The **PROPOSED Dog Bar Bridge Replacement MUST be DESIGNED** by Nevada County to **BOTH:**
 - a. **IMPROVE TRANSPORTATION and ROAD SAFETY,** and
 - b. **PRESERVE and IMPROVE BEAR RIVER ACCESS and RECREATION** – by incorporating into the Replacement Design the **valuable existing and future recreational and cultural use of the Bear River by the public...**
3. **RIVER ACCESS** → As **currently designed**, the proposed two-lane bridge ignores current and future access to popular Bear River recreation users and likely will be **MORE (*because of much higher vehicle speeds*) DANGEROUS** for pedestrians, hikers, and visitors parking along the Bear River to enjoy its recreational benefits! Today, visitors park on either side of the current bridge and walk across the existing bridge, that they must share with vehicles (*That travel at slow speeds on the existing 1-lane bridge.*) to reach the other side of the river.

→ How will pedestrians, hikers, sightseers, bicycle riders, horseback riders cross the proposed replacement bridge?

4. **RIVER USE** → The BEAR RIVER is used by many Nevada County, Placer County, and other visitors, for the excellent regional cultural uses (historical uses by Native Americans) and recreational opportunities that are CURRENTLY AVAILABLE at or near the existing Dog Bar Bridge Crossing Site:

Swimming!

Floating the River!

Horseback Riding!

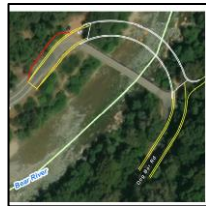
Hiking along the Bear River Trails! Visiting **Beaches** or **Wading** in the Bear.

Photography!

Sightseeing from the Dog Bar Bridge!

5. **RECREATIONAL OPPORTUNITIES** with a NEW DOG BAR BRIDGE DESIGN: THE BEAR RIVER PROVIDES IMPORTANT AND POPULAR RECREATIONAL OPPORTUNITIES – THAT ONLY WILL BECOME MORE POPULAR AND MORE HEAVILY USED IN THE FUTURE. **RECREATION MUST be included in the design!**

As past & future recreational users of the Bear River & Trails, we would like to emphasize the importance of the safe redesign of the Bridge to take advantage of the great recreational attributes of the Bear River, our Regional Treasure!



Shown: Bear River. Existing Dog Bar Bridge. Proposed Bridge.

DETAILS: The FINAL BRIDGE DESIGN should take into account the following important recreation use considerations and features, both in the final design and during construction of the new Dog Bar Bridge. Please incorporate:

- a. **SAFE TRAILHEAD** access from the road to both sides of the BEAR RIVER.
- b. **SAFE walking, bicycle, & equestrian crossing** over the NEW BRIDGE, or something that might be even better, (That Nevada County did so well by saving the 1920s bridge at the 49er Crossing on Hwy 49.) **the new Dog Bar Bridge Design should RETAIN & MAINTAIN the EXISTING DOG BAR BRIDGE as a SAFE Pedestrian, Equestrian, and Bike Crossing!**
- c. **SAFE OFF-ROAD PARKING** for Trail Users and River Visitors.
- d. **SAFE LOADING & UNLOADING AREAS** at Trailheads.
- e. **SAFE BOAT Takeout Staging Area.**
- f. **Staging & Parking Areas** → *May provide important Fire Safety Benefits...*

6. **DESIGN DEFICIENCIES:** As proposed, the bridge, has a number of SIGNIFICANT DEFICIENCIES that **MUST be CORRECTED in the REVISED BRIDGE DESIGN.**

- a. **NO BRIDGE or APPROACH SIDEWALKS** for pedestrians or equestrians...
Dangerous given the frequent pedestrian use on and near the bridge!
- b. **NO SHOULDERS for PARKING.** ***Dangerous!***
- c. **WOULD MIX TWO LANES of VEHICLE TRAFFIC at 30 MPH** with pedestrians, hikers, horses, and bicyclists with limited sightlines... ***Dangerous!***
- d. **WOULD DESTROY** the existing TRAILHEADS and BOAT STAGING AREA.
- e. **DESIGN** should **protect and maintain** the existing recreational use of the Bear River during the **CONSTRUCTION PHASE** of the project.

7. **SUMMARY COMMENTS:**

- a. A new Dog Bar Bridge across the Bear River is NECESSARY!
- b. The new DESIGN should INCORPORATE the many important recreational, cultural, and historical uses on and along the Bear River that already attracts visitors from near and far... and will attract more in the future!
- c. For SAFETY, the new DESIGN MUST separate traffic and pedestrians, hikers, bikers, and horses from traffic on the replacement bridge...
- d. The DESIGN should be careful protect existing trails, boating, river use during bridge construction...

8. **THANK YOU, Nevada County, for the Opportunity to Comment on the Proposed Dog Bar Bridge Replacement Design!**

9. **Also, please confirm that you have received our email comments.**

Thank You,

Gary & Jan Zimmerman

Nevada City, California 95959

Response to Comment

Thank you for your comments.

A feasibility study was conducted that analyzed a number of bridge alternatives and determined the proposed bridge location as the most optimal alternative, which does not accommodate keeping the existing bridge in place.

The County is working with the Nevada Irrigation District (NID), which owns the land adjacent to the bridge and roadway, to provide replacement parking, as well as maintain access to trails leading down to the river. These improvements will be determined during final design. Nevada County and Dokken, the engineering consultant, are also requesting that Caltrans approve funding for the sidewalk, which Caltrans is amenable to.

In regard to further recreational enhancements like staging/loading zones and boater takeout facilities, such recreational improvements are outside the scope of this project. Nevada County, Placer County Parks and Grounds Division, and Bear Yuba Land Trust are entities that may be interested in exploring options for recreational facilities and enhancements; however, the land is owned by NID, so any future recreational improvements will need to be a coordinated effort with that agency.

The project is funded by the Federal Highway Bridge Program (HBP) and must include a two-lane bridge to meet the project purpose and current design standards to accommodate two-way traffic and eliminate the necessity to have vehicles yield to oncoming traffic, particularly during an emergency. The existing roadway approaches to the bridge will be the same, however the curve radius will increase design speed to 24 MPH.

Section 2.16 Recreation of the IS/MND has been modified under section b) and Findings to read “Less than Significant Impact. Recreational users park along the road and utilize the surrounding land owned by the Nevada Irrigation District (NID) and Bear River for recreation. Nevada County is working with NID to make accommodations to ensure the same amount of parking space is maintained and additional spaces are added along the roadway or in the Project staging area. These accommodations will be determined through right-of-way permanent easements acquired from NID and, ultimately, during final design.” And continued under Findings...

“The Project would have Less than Significant Impact on any parks or recreational facilities. The intent is to maintain the current amount of parking spaces along the roadway and, if feasible, add additional parking spaces on permanent easement right-of-way granted to Nevada County by NID. Nevada County will continue to communicate with NID to request that staging area be kept as parking areas once construction is completed.”