

State Route 88 Roadway Improvements

Located in Amador County on State Route 88

10-AMA-88-Post Miles 5.5 to 14.3

EA/ID: 10-0Q210/1017000171

Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

July 2021



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Amador County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document.
- The Initial Study with Proposed Mitigated Negative Declaration is accessible online on the Caltrans District 10 website at <https://dot.ca.gov/caltrans-near-me/district-10>. If you would like a printed version or CD of this document to be sent to your home address, please contact: C. Scott Guidi at (209) 479-1839 or email him at Scott.Guidi@dot.ca.gov.
- Additional copies of the document are available for review at:
 - Caltrans District 10 Office—1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205
 - Jackson Main Library, 530 Sutter Street, Jackson, CA 95642
 - Lone Branch Library, 25 East Main Street, Lone, CA 95462
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to:

C. Scott Guidi, Branch Chief
Northern San Joaquin Valley Environmental Management Branch 2
California Department of Transportation
1976 East Doctor Martin Luther King Junior Boulevard
Stockton, CA 95205
- Submit comments via email to: scott.guidi@dot.ca.gov
- Be sure to send comments by the deadline: October 29, 2021.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: C. Scott Guidi, District 10 Environmental, 1976 East Doctor Martin Luther King Junior Boulevard Stockton, CA 95205; phone number (209) 479-1839 (Voice) or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Roadway, Culvert, and Guardrail Improvements Along State Route 88
from Post Miles 5.5 to 14.3 in Amador County

**INITIAL STUDY
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

For


Philip Vallejo
Environmental Office Chief, North
California Department of Transportation
CEQA Lead Agency

07/23/2021

Date

The following individual can be contacted for more information about this document:

C. Scott Guidi, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California
95205, phone (209) 479-1839



DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 10-AMA-88-5.5/14.3

EA/Project Identification: 10-0Q210 and 1017000171

Project Description

The California Department of Transportation (Caltrans) proposes to perform roadway improvements along State Route 88 between post mile 5.5 and post mile 14.3. The scope of work for the project would include cold-planing the asphalt pavement and overlaying the road surface between post miles 5.5 and 14.3; digging out spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains; and upgrading existing metal beam guardrails to the Midwest Guardrail System within the project area in Amador County.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans), District 10. On the basis of this study it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on aesthetics, air quality, agriculture, and forest resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, paleontological resources, population and housing, public service, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The proposed project would have no significant effects on greenhouse gas emissions and hazards and hazardous materials.

On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures would not have a significant effect on biological resources for the following reasons:

- **Compensatory Mitigation for Loss of Intermittent Stream**—Compensatory conservation measures would be used to offset the loss of approximately 0.02 acre of intermittent streams of “other waters” of the United States, due to stream bed realignment activities. This would be corrected by constructing new inlet and outlet channels to serve the replaced/relocated culvert.

- Compensatory Mitigation for Loss of Mature Riparian Trees—Compensatory conservation measures would be used to offset the loss of 0.09 acre of narrow-leaf willow canopy and up to six mature trees. Caltrans proposes one of the following mitigation methods:
 - Purchase of riparian mitigation credits
 - Implementation of an on-site revegetation project
 - Implementation of an off-site revegetation project

Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

Date

Table of Contents

DRAFT Proposed Mitigated Negative Declaration	iii
Chapter 1 Proposed Project	1
1.1 Introduction	1
1.2 Purpose and Need	1
1.3 Project Description	1
1.4 Project Alternatives	5
1.4.1 Build Alternatives	5
1.4.2 No-Build (No-Action) Alternative	5
1.5 Standard Measures and Best Management Practices Included in All Alternatives	5
1.6 Discussion of the NEPA Categorical Exclusion	5
1.7 Permits and Approvals Needed	6
Chapter 2 CEQA Evaluation	7
2.1 CEQA Environmental Checklist	7
2.1.1 Aesthetics	7
2.1.2 Agriculture and Forest Resources	8
2.1.3 Air Quality	9
2.1.4 Biological Resources	10
2.1.5 Cultural Resources	18
2.1.6 Energy	19
2.1.7 Geology and Soils	19
2.1.8 Greenhouse Gas Emissions	20
2.1.9 Hazards and Hazardous Materials	21
2.1.10 Hydrology and Water Quality	23
2.1.11 Land Use and Planning	24
2.1.12 Mineral Resources	24
2.1.13 Noise	25
2.1.14 Population and Housing	25
2.1.15 Public Services	26
2.1.16 Recreation	27
2.1.17 Transportation	27
2.1.18 Tribal Cultural Resources	27
2.1.19 Utilities and Service Systems	28
2.1.20 Wildfire	29
2.1.21 Mandatory Findings of Significance	30
Appendix A Title VI Policy Statement	32

Chapter 1 **Proposed Project**

1.1 Introduction

Amador County is located about 35 miles southeast of Sacramento on the western slopes of the Sierra Nevada mountain range and is part of the historic Mother Lode region. Amador County's elevation ranges from 250 feet in the county's western foothills to a high of more than 9,000 feet. State Route 88 is one of the primary east-west routes through Amador County.

This project is funded through the 2020 State Highway Operation and Protection Program, which is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some operational improvements on the State Highway System.

The California Department of Transportation (Caltrans) proposes to improve the roadway segment on State Route 88 in Amador County, from post miles 5.5 to 14.3. The total length of the project is 8.8 miles. Figures 1 and 2 show the project location and vicinity maps.

1.2 Purpose and Need

The purpose of the project is to preserve and extend the service life of the existing pavement and improve its ride quality; prevent potential flooding or undermining of the roadway; and bring existing metal beam guardrails to current safety standards.

The project is needed to address the rapid and costly deterioration of the roadway surface and culverts, as well as correct the non-standard guardrails within the project area.

1.3 Project Description

Caltrans proposes to make roadway improvements along State Route 88, between post mile 5.5 and post mile 14.3. The scope of work for the project would include cold-planing the asphalt pavement and overlaying the road surface from post mile 5.5 to post mile 14.3; digging out spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains; and upgrading existing metal beam guardrails to the Midwest Guardrail System within the project area.

Caltrans has identified three culvert replacement locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.1.

Table 1.1 Culvert Replacement Locations

Location	Post Miles	Number of Culverts
1	Post Mile 7.57	1
2	Post Mile 8.36	1
3	Post Mile 8.81	1

Caltrans has identified 10 guardrail upgrade locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.2.

Table 1.2 Guardrail Upgrade Locations

Location	Post Miles	Number of Guardrails
1	Post Mile 6.00	1
2	Post Mile 6.13	1
3	Post Mile 7.90	2
4	Post Mile 9.30	2
5	Post Mile 10.10	1
6	Post Mile 10.13	1
7	Post Mile 10.16	1
8	Post Mile 12.96	1
9	Post Mile 14.10	2
10	Post Mile 14.25	1

Caltrans has identified 11 down drain replacement locations along State Route 88 between post miles 5.5 and 14.3 in Amador County. See Table 1.3.

Table 1.3 Down Drain Replacement Locations

Location	Post Miles	Number of Down Drains
1	Post Mile 6.15	1
2	Post Mile 6.30	2
3	Post Mile 6.95	2
4	Post Mile 7.30	1
5	Post Mile 7.60	2
6	Post Mile 9.00	1
7	Post Mile 9.10	1
8	Post Mile 10.0	1
9	Post Mile 12.85	2
10	Post Mile 13.05	2
11	Post Mile 13.60	1

Proposed construction activities would be limited to the existing Caltrans right-of-way, disturbed road shoulders and pullouts, and staging areas. After completion of construction activities, temporarily disturbed areas would be restored to pre-project conditions.

Figure 1-1 Project Vicinity Map

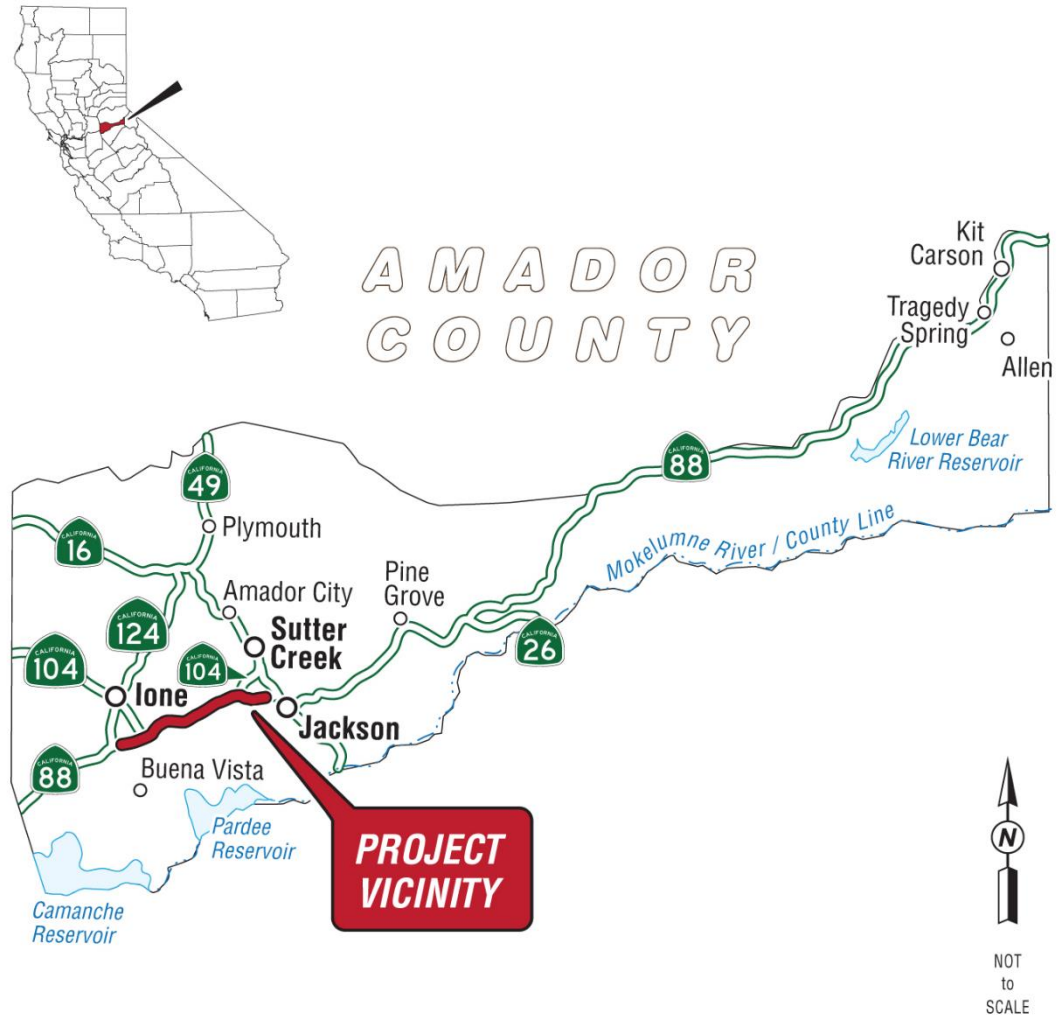
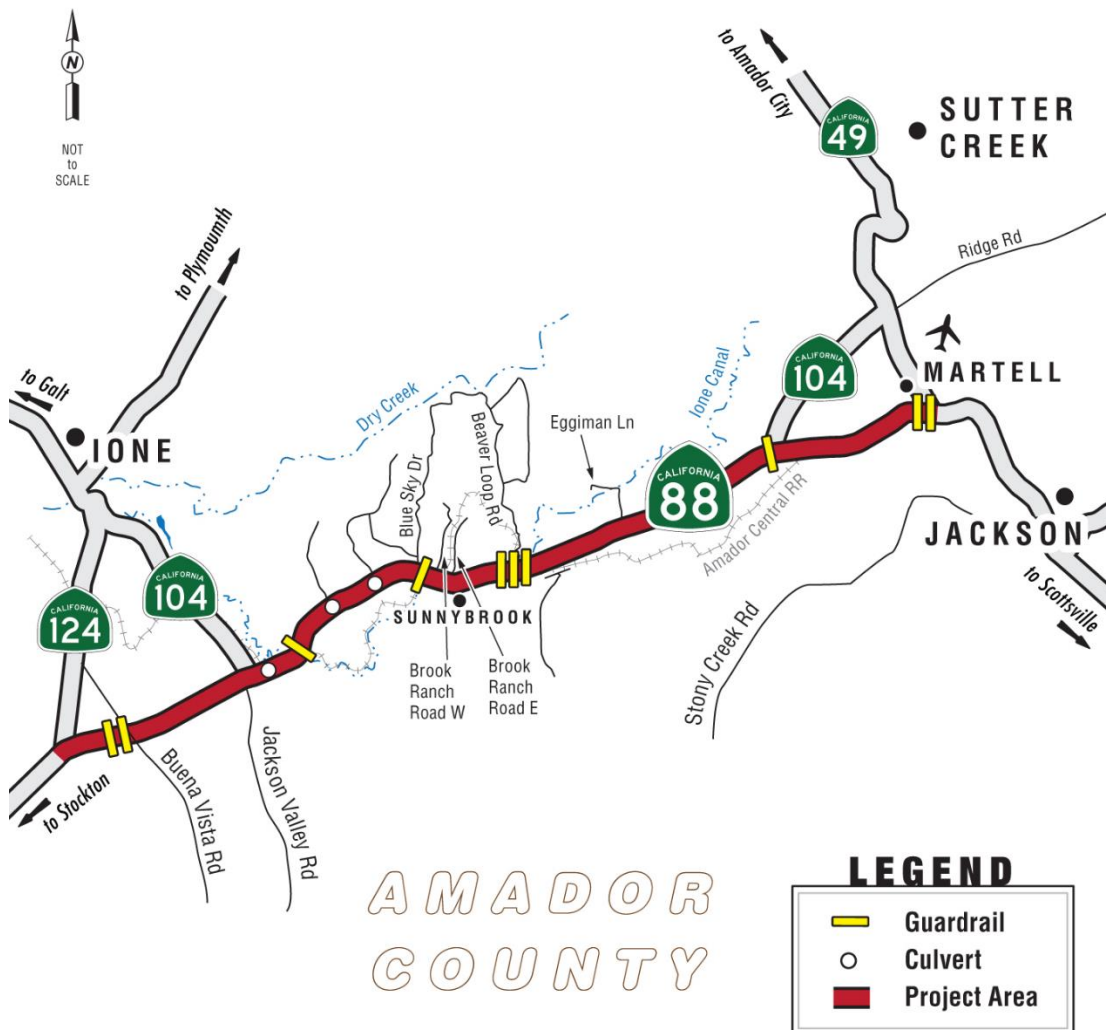


Figure 1-2 Project Location Map



1.4 Project Alternatives

1.4.1 Build Alternatives

The Build Alternative would make roadway improvements along State Route 88 between post mile 5.5 and post mile 14.3 in Amador County. The scope of work for the project would include cold-planing the asphalt pavement and overlaying the road surface from post mile 5.5 to post mile 14.3; digging out spot locations to repair localized failures; adding shoulder backing; removing and replacing roadway signage; replacing culverts and end treatments; replacing down drains; and upgrading metal beam guardrails to the Midwest Guardrail System within the project area.

1.4.2 No-Build (No-Action) Alternative

If no action is taken and the project is not built, the existing roadway, culvert, and guardrail deficiencies will not be addressed.

1.5 Standard Measures and Best Management Practices Included in All Alternatives

- Caltrans Standard Specifications Section 10-5: Dust Control
- Caltrans Standard Specification Section 13-1: Water Pollution
- Caltrans Standard Specifications Section 14-7.03: Discovery of Unanticipated Paleontological Resources
- Caltrans Standard Specifications Section 14-8: Noise Control
- Caltrans Standard Specifications Section 14-9.02: Air Pollution Control

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	California Department of Fish and Game, 1600 Lake or Streambed Alteration Agreement	Application for the 1600 Lake or Streambed Alteration Agreement would be obtained during the Plans, Specifications, and Estimates phase of the project
Regional Water Quality Control Board	Regional Water Quality Control Board, 401 Certification	Application for the 401 Certification would be obtained during the Plans, Specifications, and Estimates phase of the project
United States Army Corps of Engineers	United States Army Corps of Engineers, 404 Nationwide Permit	Application for the 404 Permit would be obtained during the Plans, Specifications, and Estimates phase of the project

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable 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.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation/ Visual Impact Memorandum dated June 1, 2021, and Community Impact Assessment Memorandum dated February 18, 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department 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.

Considering the information in the California Agricultural Land Evaluation and Site Assessment Model (1997) and information compiled by the California Department of Forestry and Fire Protection, the project location is not located in areas of agriculture or forest resources of concern, and the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, 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
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

2.1.3 Air Quality

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

Considering the information in the Amador State Route 88 Roadway Improvements Air Quality Memorandum dated May 18, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impact) dated July 2, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant With Mitigation Incorporated
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

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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

(a) Does the proposed project 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 National Oceanic and Atmospheric Administration Fisheries?

(b) Does the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

(c) Does the proposed project 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?

Affected Environment

Per the July 2021 Natural Environment Study (Minimal Impacts), the proposed project has the potential for several special-status wildlife species to occur within the proposed project area: California red-legged frog, yellow-legged frog, western pond turtle, tree-roosting bats, migratory birds, and raptors. Amador County supports many special-status plants, wildlife, and unique habitats, and the biological study area for the proposed project supports three natural communities of concern: lone Chaparral, Water of the U.S.: Intermittent Stream, and Waters of the State. Potential wetlands and riparian areas have also been identified within the proposed project area.

Environmental Consequences

The proposed project would include various construction activities that could cause impacts to biological resources in the area. These activities may include vegetation removal, grading, excavation, and culvert and fill replacement.

The proposed project area is located in habitat that is used or could be used by the California red-legged frog, yellow-legged frog, western pond turtle, tree-roosting bats, migratory birds, and raptors. The Natural Environment Study (Minimal Impacts) determined any effects to these special-status species would be less than significant with the implementation of avoidance measures BIO 1 through BIO 10, as discussed in the Avoidance, Minimization, and/or Mitigation Measure section below.

Invasive plant species were found within the proposed project area, and ground-disturbing activities such as earthwork operations associated with culvert work are anticipated. By implementing BIO 1 through BIO 9, the proposed project would result in no net gain or a small reduction in invasive plant species.

Guardrail Location 7 at post mile 10.16 has an existing metal beam guardrail that helps keep vehicles on State Route 88. The proposed work at this location would be to replace the existing metal beam guardrail with Midwest Guardrail in the same area. There is a ditch behind the existing guardrail next to State Route 88 on the north side, which has the potential to be considered Waters of United States—Wetlands.

By designating the area behind the existing metal beam guardrail as an environmentally sensitive area (BIO 1), temporary and/or permanent impacts to the Waters of the United States—Wetlands at this location would be avoided.

Culvert Location 1 at post mile 7.57 is a highway drainage culvert that carries stormwater from the north to the south side of State Route 88. The water from this culvert flows toward an intermittent stream located roughly 15 feet from the culvert outfall. The proposed work at this location is to replace the existing metal culvert with a concrete culvert using the “cut and cover” method and add a flared end section and rock slope protection. The cut and cover method means the roadway would be dug up around the existing culvert, the existing culvert would be removed and replaced with the new culvert, and then the new culvert would be covered with the material that was previously dug out. The flared end section would act as a transition area for the water as it comes out of the culvert pipe to improve flow capacity of the culvert. The rock slope protection is where rocks are placed on slopes with plants and soil between them to help with erosion control.

One mature interior live oak tree occurs on the south side of State Route 88 at this location and could potentially be considered a part of a riparian area.

With designating the stream zone below the top of the bank and the one interior live oak tree as an environmentally sensitive area (BIO 1), temporary and/or permeant impacts to the intermittent stream and riparian areas at this location would be avoided.

Culvert Location 2 at post mile 8.36 is a highway drainage culvert that carries water from an unnamed intermittent stream from the north to the south side of State Route 88. The proposed work at this location is to abandon and replace the existing culvert system using the “jack and bore” method and replace the culvert headwalls. The jack and bore method is a way of installing culverts or utilities without using trenches by creating a horizontal cased-hole through the ground between two pits, a launching pit, and a receiving pit. The casing pipe is jacked into the earth while an auger is used to drill into the earth. The dirt from this is caught in the launching and receiving pits. The expected minimum size for the launching pit is 15 feet by 25 feet, and the minimum size of the receiving pit is 15 feet by 15 feet.

Temporary construction easements at this location are expected to replace the culvert with this method. The existing culvert system would be plugged and abandoned in place, with the new system installed next to and east of the current location. The intermittent stream would be redirected to flow through the new culvert location, which would require rerouting the inlet and outfall channels to conform with the new culvert. This would cause fill to go into the existing channels, expected to be about 0.02 acre or 1,028 square feet of permeant impacts to potential Waters of the United States at this location. Because the stream is intermittent, stream diversion activities may be required during construction with a potential dewater area of about 0.02 acre or 1,028 square feet.

About 0.09 acre or 3,934 square feet of narrow-leaf willow riparian tree canopy coverage occurs within the biological study area on the north side of State Route 88, and four mature valley oak and interior live oak trees occur on the south side of State Route 88. These areas could be considered riparian areas. The proposed project would result in a loss of 0.09 acre of narrow-leaf willow tree canopy coverage and up to four trees from the riparian zone of the stream.

These impacts to Waters of the United States and riparian habitat would be mitigated with BIO 11 and BIO 12.

Culvert Location 3 at post mile 8.81 is a highway drainage culvert that carries stormwater from the north to the south side of State Route 88. The water from this culvert flows toward an intermittent stream located about 45 feet from the culvert outfall. The proposed work at this location is to replace the existing

metal culvert with a concrete culvert using the “cut and cover” method and add a flared end section and rock slope protection.

Five mature interior live oak, willow, and English walnut trees occur on the south side of State Route 88. The proposed project would result in the loss of two mature English walnut trees due to construction activities.

With designating the stream zone below the top of the bank as an environmentally sensitive area (BIO 1), temporary and/or permeant impacts to the intermittent stream would be avoided. The impacts to riparian areas would be mitigated with BIO 12.

The project would have no temporary impacts on Waters of the United States and Waters of the State near Culvert Locations 1 through 3 with the implementation of avoidance and minimization measures BIO 1 through BIO 5 as discussed in the Avoidance, Minimization, and/or Mitigation Measures section below. The proposed work at Culvert Location 2 at post mile 8.36 would cause 0.02 acre of permanent loss of intermittent stream potentially qualifying as Other Waters of the United States and would be mitigated by BIO 11. The proposed work at Culvert Locations 2 and 3 would result in 0.09 acre of narrow-leaf willow canopy coverage and up to six mature trees from the riparian stream zone being impacted and would be mitigated with BIO 12. All above impacts would be less than significant with the incorporation of avoidance, minimization, and/or mitigation measures BIO 1 through BIO 12.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and mitigation measures would be implemented to minimize the impacts on biological resources. Additional details on these measures can be found in Chapter 4 of the Natural Environment Study (Minimal Impacts).

BIO 1—Environmentally Sensitive Area Designation

All areas outside of the proposed construction footprint shall be considered environmentally sensitive areas, as well as any areas determined by a qualified biologist during project planning or preconstruction surveys to qualify for as a sensitive area. The environmentally sensitive area will be shown on contract plans and discussed in Caltrans Standard Specification and Special Provisions Section 14-1.02.

BIO 2—Designated Biologist

A qualified designated biologist(s) by either Caltrans or contract-supplied biologist(s) shall be on-site during any construction activities that have the potential to affect sensitive biological resources. The designated biologist would monitor regulated species and habitats, ensure the construction activities do not result in unintended take of regulated species or disturbances to regulated habitats, ensure that construction activities comply with any

permits, licenses, agreements, or contracts, and immediately notify the Caltrans Resident Engineer of any take of regulated species, disturbances to regulated habitats, or breaches of environmentally sensitive areas. In addition, they would prepare, submit, and sign notifications and reports. The designated biologist(s) would comply with items discussed in Caltrans Standard Specification and Special Provisions Section 14-6.03D (1-3).

BIO 3—Containment Measures and Construction Site Best Management Practices

To contain construction-related material and prevent debris and pollutants from entering receiving waters and reduce the potential for discharge to receiving waters, the Contractor shall follow all applicable guidelines and requirements in Section 13 of the Caltrans 2018 Standard Specifications or any Special Provisions in Section 13 regarding water pollution control and general specifications for preventing, controlling and abating water pollution in streams, waterways, and other bodies of water. The project design team may specify best management practices to be used during construction in addition to, or in place of, other temporary measures selected by the Contractor. Information regarding project-specific best management practices can be viewed in the Natural Environment Study. Also, further water pollution control information and guidance for contractors can be found in the Caltrans manuals listed in the Natural Environment Study.

Prior to construction, the Contractor would be required to submit either a Water Pollution Control Plan or a Stormwater Pollution Prevention Plan as appropriate. Caltrans would review and approve the Water Pollution Control Plan or Stormwater Pollution Prevention Plan within 7 to 15 days of contract approval. A Spill Prevention and Control Plan would be developed by the contractor as a component of the Water Pollution Control Plan or Stormwater Pollution Prevention Plan. Specific best management practices will be considered, evaluated, and dependent on factors such as field options conditions, changes to construction strategies, and regulatory requirements in order to protect the beneficial uses of receiving waters. Best management practices options will be based on the best conventional and best available technology. Caltrans staff and the Contractor are required to perform routine inspections of the construction area to verify that field best management practices are properly implemented, maintained, and operating effectively and as designed.

BIO 4—Limited Operation Period Stream Zone Construction Activities

It is proposed that construction activities occurring below the top of the bank of the Mokelumne River within the project biological study area shall occur between June 1 and October 15 of any construction season, unless earlier or later dates for in-channel construction activities are approved by the California Department of Fish and Wildlife, United States Army Corps of Engineers, and Central Valley Regional Water Quality Control Board. By requiring contractors

to adhere to these dates for stream-zone construction, the project proponent will minimize project effects to receiving waters.

BIO 5—Restore and Revegetate Temporarily Disturbed Areas Onsite

All temporary fills will be completely removed from the project biological study area. Disturbed areas within the construction limits will be graded to minimize surface erosion and siltation into receiving waters. Disturbed areas will be re-contoured to as close to the pre-project condition as possible and will be stabilized as soon as feasible (and no later than October 15 of each construction season) to avoid erosion during subsequent storms and runoff. Permanent erosion control seeding will be performed at all disturbed sites by hydro-seeding over the course of the construction as each site is completed, with all sites seeded by the completion of construction activities.

BIO 6—Weed-Free Construction Equipment and Vehicles

To minimize the potential for the transport of weed propagules to the biological study area from sources outside of the project area, construction equipment and vehicles are recommended to be cleaned and washed at the contractor's facilities prior to arrival at the construction site. Any vehicle or equipment cleaning that occurs on-site during construction activities shall conform with Caltrans 2018 Standard Specifications or any Special Conditions under Section 13-4.03E(3) and NS-08 (Vehicle and Equipment Cleaning) of the Caltrans 2017 Construction Site Best Management Practices manual that require the contractor to contain and dispose of any waste resulting from vehicle or equipment cleaning.

BIO 7—Equipment and Materials Storage, Staging, and Use in Weed-Free Areas

To minimize the potential for spreading weed propagules originating from within the project Environmental Study Limit, staging and storage of equipment should be done in only weed-free areas. Infestations of noxious and/or highly invasive weeds were mapped as part of the project planning effort to determine if hand, mechanical, or chemical eradication treatments are feasible, or if it is feasible to designate these areas as excluded from the contractor's use. Environmental Sensitive Area provisions Section 14-1.02 of the Caltrans 2018 Standard Specifications or Special Provisions may be used to specify areas restricted from contractor's use.

BIO 8—Weed Control During Construction

To minimize the potential for spreading weed propagules originating from within the project biological study area during the course of construction activities, including initial vegetation clearing and at onsite revegetation areas, weed control would be accomplished in accordance with Caltrans 2018 Standard Specifications or Special Provisions under Section 20-1.03C(3).

BIO 9—Weed-Free Erosion Control and Revegetation Treatments

To minimize the risk of introducing weed propagules to the biological study area from sources outside of the project area, only locally adapted plant species appropriate for the project area will be used in any erosion control or revegetation seed mix or stock. The Caltrans Biologist will consult with the Caltrans Landscape Architect to develop appropriate seed and planting palettes for use in revegetation and/or erosion control applications. Any compost, mulch, tackifier, fiber, straw, duff, topsoil, erosion control products, or seed must meet Caltrans 2018 Standard Specification or any Special Provisions under Section 21-2.02 for these materials. Any hydro-seed used for revegetation activities must also be certified weed-free as per Caltrans 2018 Standard Specifications Section 21-2.02F.

BIO 10—Caltrans 2018 Standard Specification and/or Standard Special Provision 14-6.03A (Species Protection) and/or 14-6.03B (Bird Protection)

If woody vegetation removal, structure construction, ground-disturbing activities, or other project-related activities are scheduled during the nesting season of protected raptors and migratory birds (February 1 to September 30), a focused survey for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of project-related activities. If active nests are found, a protective no-work buffer will be established and Caltrans shall consult with the United States Fish and Wildlife Service regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California. If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with the United States Fish and Wildlife Service and California Department of Fish and Wildlife, will be required before the work can be reinitiated.

If nesting migratory birds or nesting raptors are detected by the designated biologist during the pre-construction survey, the appropriate no-work buffer will need to be established around the nest. No work will commence within the buffer until authorization is received from the Resident Engineer. If construction or other project-related activities that may potentially cause nest destruction, nest abandonment, or forced fledging of migratory birds are necessary, monitoring of the nest site by a qualified biologist will be required to ensure that protective radii and any exclusionary devices are maintained and functioning properly.

BIO 11—Compensate for Loss of Intermittent Stream

Construction of the proposed project is expected to result in the permanent loss of about 0.02 acre of intermittent stream potentially qualifying as “other waters” of the United States due to stream realignment activities. This loss would be offset by constructing new inlet and outfall channels to serve the replaced or relocated culvert.

BIO 12—Compensate for Loss of Mature Riparian Trees

Construction of the project would result in the loss of 0.09 acre of narrow-leaf willow canopy coverage and up to six mature trees from the riparian zone of stream segments 8.36 and 8.81. Caltrans proposes compensatory mitigation for the loss of mature riparian trees by one of the following methods:

- Purchase of riparian mitigation credits from a conservation bank whose service area includes the project biological study area
- Implementation of an on-site revegetation project
- Implementation of an off-site revegetation project

In addition to the items above, Caltrans would obtain the following federal and state permits and approvals before any construction activities:

- Clean Water Act Section 401 Permit from the Central Valley Regional Water Quality Control Board
- Clean Water Act Section 404 Permit from the United States Army Corps of Engineers
- California Fish and Game Code 1600 Permit: Streambed Alteration Agreement from the California Department of Fish and Wildlife

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated June 14, 2021, Historic Resource Evaluation Report dated May 17, 2021, and Archaeological Survey Report dated June 14, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering the information in the Amador County Energy Action Plan adopted May 26, 2015, and the 2017 Caltrans Best Management Practices Manual, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated April 8, 2021, and review of the California Department of Conservation, California Earthquake Hazards Zone Map, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause 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.	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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?	No Impact
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
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Amador State Route 88 Roadway Improvements Air Quality Memorandum dated May 18, 2021, and the Climate Change/Greenhouse Gas Analysis Memorandum dated May 24, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

The proposed project is in a rural area, with a mostly natural resources-based agricultural and tourism economy. State Route 88 is the main east-west transportation route to and through the area for both passenger and commercial vehicles. Traffic counts are low, and State Route 88 is rarely congested. The project would not add capacity or increase travel demand because the project proposes to preserve and rehabilitate the existing roadway and would not lead to increased operational emissions.

Environmental Consequences

Greenhouse gas emissions are anticipated from the temporary construction activities during the 100-day work period. Using the CAL-CET greenhouse gas emissions model, Caltrans has estimated 429 tons of total construction-related carbon dioxide emissions throughout the project construction period. The largest percentage of pollutants generated at the project site will be windblown dust, generated during excavation, grading, hauling, and various other activities. Dust and odors from construction activities will cause occasional annoyances.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required. In compliance with Caltrans policy and Executive Order B-30-15, the project would use best management practices and standard specifications to reduce greenhouse gas emissions from the project to meet statewide and agency goals. Implementation of Caltrans standard measures and best management practices will ensure construction-related impacts are less than significant.

The project would not conflict with any applicable greenhouse gas reduction plan, policy, or regulation.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment Memorandum dated June 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
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
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?	No Impact
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
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
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
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The project will involve work on the existing State Route 88. This may involve potential contact with hazardous material along or nearby the paved roadways.

Environmental Consequences

There is potential to encounter non-hazardous concentrations of aerially deposited lead while working in unpaved areas near the roadway. There may also be treated wood waste and hazardous traffic striping and other pavement markings.

Avoidance, Minimization, and/or Mitigation Measures

To minimize the potential impacts from hazardous materials, a lead compliance plan would be added to the construction contract. Caltrans Standard Special Provision Section 7-1.02K(6)(j)(iii), which pertains to Earth Material Containing Lead, shall be added to the construction contract.

Caltrans Standard Special Provision 14-11.12 for pavement markings or striping and Standard Special Provision 11-11.14 for treated wood waste would also be added to the construction contract if any of these potentially hazardous materials would be removed or disposed of during construction.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated March 19, 2021, and Location Hydraulic/Flood Plain Analysis Memorandum dated March 18, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
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
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-site or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	No Impact
(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	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Considering the information in the Community Impact Assessment Memorandum dated February 18, 2021, and Amador County General Plan adopted October 4, 2016, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
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

2.1.12 Mineral Resources

Considering the information in the Amador County General Plan adopted October 4, 2016, and the scope of this project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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

Question—Would the project:	CEQA Significance Determinations for 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

2.1.13 Noise

Considering the information in the Noise Compliance Study dated June 1, 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
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?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
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

2.1.14 Population and Housing

Considering the information in the Community Impact Assessment Memorandum dated February 18, 2021, and the scope of this project of improving existing facilities, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned 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
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the information in the Community Impact Assessment memo dated February 18, 2021, and the scope of this project of improving existing facilities, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information in the Community Impact Assessment Memorandum dated February 18, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
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 Impact

2.1.17 Transportation

Considering the information in the Community Impact Assessment memo dated February 18, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
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
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated June 14, 2021, Historic Resource Evaluation Report dated May 17, 2021, and

Archaeological Survey Report dated June 14, 2021, the following significance determinations have been made:

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:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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	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.	No Impact

2.1.19 Utilities and Service Systems

Considering the information in the Community Impact Assessment memo dated February 18, 2021, and communications with the Caltrans project engineer, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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
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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information in the Wildfire Severity Analysis Memorandum dated February 18, 2021, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
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
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

Question—Would the project:	CEQA Significance Determinations for Wildfire
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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project 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?	Less Than Significant With Mitigation Incorporated
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
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

(a) Does the project 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?

Affected Environment

The proposed project would affect environmental resources in the vicinity of State Route 88 between post miles 5.5 and 14.3. However, the scope of work is limited, consisting primarily of rehabilitating the existing roadway, culverts, down drains, and guardrails. Pavement resurfacing and roadway rehabilitation would occur within the shoulders of the paved roadway. Other work would be performed in a limited footprint around existing facilities.

Environmental Consequences

The proposed project may impact special-status species of concern, Waters of the United States, and Waters of the State, and Wetlands, but with the implementation of avoidance, minimization, and/or mitigation measures discussed in Section 2.1.4, the effects would be less than significant.

The replacement of metal beam guardrails within the project area would generate hazardous waste, but with the implementation of standard special provisions discussed in Section 2.1.9, the effects would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of avoidance, minimization, and mitigation measures, the proposed project would have a less than significant impact on the environment. All other impacts would be minimized through the implementation of Caltrans best management practices, standard specifications, and standard special provisions. Therefore, the project would not have a significant cumulatively considerable impact on human beings or the environment.

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum

Climate Change/Greenhouse Gas Analysis Memorandum

Community Impact Assessment Memorandum

Noise Compliance Study

Water Compliance Memorandum

Natural Environment Study (Minimal Impacts)

Location Hydraulic Study

Cultural Resources

- Historic Property Survey Report
- Historic Resource Evaluation Report
- Archaeological Survey Report

Hazardous Waste

- Initial Site Assessment Memorandum

Section 4(f)—No-Use Determination Memorandum

Scenic Resource Evaluation/Visual Assessment

Paleontology Identification Report

Wildfire Severity Memo

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

C. Scott Guidi

Central Region Environmental, California Department of Transportation,
1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205

Or send your request via email to: Scott.Guidi@dot.ca.gov

Or call: (209) 479-1839

Please provide the following information in your request:

Project title: State Route 88 Roadway Improvements

General location information: In Amador County on State Route 88

District number-county code-route-post mile: 10-AMA-88-PM 5.5 to 14.3

Project ID number: 1017000171